BUMPER PORSCHE SPECIAL ISSUE

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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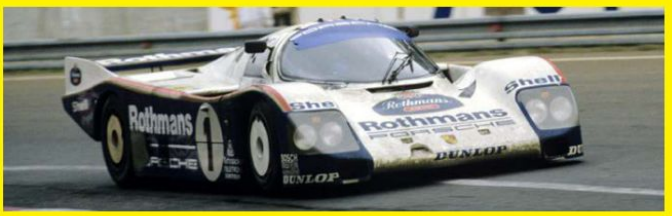
EXCLUSIVE

DEREK BELL
THE MAN FOR THE BIG OCCASION



Readers' Q&A with five-time Le Mans winner p24

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FEATURE
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POLL
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INSIGHT
THE FIRST LE MANS VICTORY

Irishman says he is no longer prepared to be a World Rally Championship part-timer

BREEN: GIVE ME A FULL SEASON FOR WRC TITLE PUSH

Hyundai man is flying high with current form

Breen wants to battle for the WRC crown

By Graham Lister

Craig Breen reckons he's worthy of a full-time World Rally Championship ride from 2022 – and Hyundai's not his only option.

The 31-year-old's value has risen significantly after he placed second on Rally Estonia recently, his first gravel outing in a World Rally Car for 10 months.

Co-driven by fellow Irishman Paul Nagle, Breen is sharing the third factory Hyundai WRC entry with Dani Sordo this season but wants a car for himself when the hybrid Rally1 era begins next year.

"You can't win a World championship doing half the rallies," said Breen. "We just need that opportunity and make the most of it."

M-Sport has emerged as a Breen suitor with boss Malcolm Wilson admitting talks have taken place.

Meanwhile, Breen was due to test for Hyundai in Belgium this week ahead of next month's Ypres Rally, when he will join Thierry Neuville and Ott Tanak in the works line-up.

Full story, p8

THE VOICE OF BRITISH MOTORSPORT NEWS

REPORT

LAMBORGHINI TAKES BRITISH GT

Italian car survives Belgian showdown

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REPORT

HANSENS LOCK OUT THE WORLD RX PROGRAMME

Brothers in arms in Spanish season-opener

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COMMENT

Photo: Eddie Kelly, Motorsport Images, Jakob Ebrey

Porsche 956s to the fore in the World Endurance Championship at Spa in 1983

PORSCHE: REAL RACING LEGEND

Being brought up on a diet of Group C racing, there was always something special for me about Porsche.

The works and customer teams that populated the endurance racing grid in the early 1980s were a sight to behold, and the line-up of drivers was nearly as good as any Formula 1 grid of the era.

But, as we've pointed out in this Porsche Special, it is hard to define exactly why the German firm has such an appeal. Sure, the Porsche 917 was one of the best-looking racing cars of all time, but the majority of its products are like metronomes. That is perfect for long-distance events, circulating with precision and regularity to gobble up the mammoth mileage, but that's hardly something to make the trackside fan's pulse beat that little bit faster.

Whatever the reason, the Weissach firm's products have been the heartbeat of motorsport for so many decades now and have achieved so much success, it is impossible to ignore, and that is why we have celebrated the marque in this issue.

Perhaps the best description I have heard was from former Motorsport News track tester Paul O'Neill, the current ITV4 British Touring Car Championship pundit.

We had a Porsche 911 and a Ferrari 360 to play with at Silverstone in preparation for an article for this newspaper, and the Liverpudlian was in his usual form.

"If you *had* to compare, you would say the Ferrari is like Grace Kelly. Beautiful and expensive – you'd take it out to a posh restaurant," he pondered. "And the Porsche is more like Marilyn Monroe – you know you will have a lot of fun if you headed to a nightclub. You take your choice..."

Derek Bell was a hero of mine as a kid. Starstruck as I was by anyone who could tame a Porsche 956, I was present for most of his Le Mans victories and was thrilled when he won back-to-back World championships.

He was rightly rewarded with an MBE for his efforts, and he kindly spared some of his time to tackle the Motorsport News readers' questions this week as our star Q&A incumbent. He is the perfect man for that job, and his answers are insightful and comprehensive.

Elsewhere in this issue, we report on David Bogie's record-breaking success on the Scottish Rally and there is all the action from another bruising British GT encounter at Spa in Belgium. Enjoy.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk

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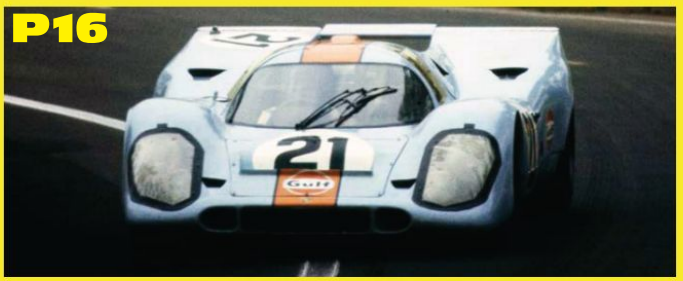
David Bogie breaks a record

Emphatic Scottish Rally win is a landmark for rally man

PORSCHE SPECIAL



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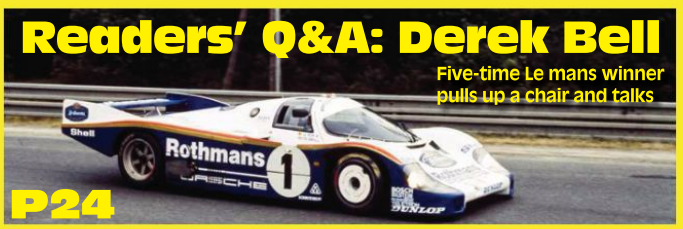
The Porsche maestros ranked

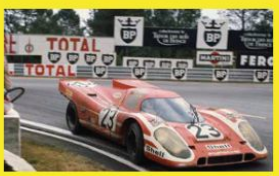
Our experts pick their favourite driver in one of the German machines



Readers' Q&A: Derek Bell

Five-time Le mans winner pulls up a chair and talks

P24



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How Porsche opened its Le Mans account

We tell the tale of an epic long-distance clash from La Sarthe in 1970

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Lamborghini triumphs in British GT at Spa

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RACING NEWS

Photos: Motorsport Images

Horner is still considering his options over crash

The Red Bull was wrecked at British GP

RED BULL COUNTS THE COST OF VERSTAPPEN'S SILVERSTONE CRASH

Team and driver promise to bounce back from British controversy at Hungarian Grand Prix this weekend

By Matt James

Red Bull team head Christian Horner says that Max Verstappen's accident at the British Grand Prix – which it estimated could cost the team £1.3 million – might limit its ability to bring upgrades to the car later in the campaign.

Horner said that the lap-one shunt at Copse after contact with rival Lewis Hamilton's Mercedes has "massive ramifications" for the rest of the 2021 contest. Hamilton went on to win the race at Silverstone and closed the gap to Verstappen at the top of the drivers' standings to just eight points.

The team is determining whether the monocoque can be repaired or the Dutchman will require a fresh one, while the engine has been sent back to Japan where boffins will determine whether it can be repaired.

While Red Bull technical chiefs inspect the car, Horner added that the matter between Hamilton and Verstappen might not be over, and he was prepared to ask officials to review the incident.

"Given the severity of the incident and the lenient penalty, we are reviewing all data," Horner said. "We are still looking at the evidence and considering all of our sporting options."

The Red Bull Racing chief said that his lead driver would be able to put the incident behind him going into this weekend's Hungarian Grand Prix.

Horner added: "Max won't dwell on anything from Silverstone and wants to do his talking on track.

"He is determined to put this incident behind him and use it as added motivation for the rest of the season, as are we."

OBITUARY

Jean-Pierre Jaussaud
1937-2021

Double Le Mans winner Jean-Pierre Jassaud has died aged 84, following a major heart attack while attending a reunion of the Alpine team with which he is synonymous.

Born in Caen in 1937, Jassaud first began racing in 1962 with the Jim Russell school, winning the Volant Elf scholarship and racing privately until 1965, when he was picked up by Matra.

When Matra proved unable to offer him an F1 drive, Jassaud moved across to Tecno, winning the French F3 championship and graduating to Formula 2 before abandoning his grand prix racing ambitions at the age of 34 and joining Alpine's successful sportscar programme.

A key member of the team that developed the turbocharged A442B sports-prototype, he shared driving duties at Le Mans in 1978 with Didier Pironi, running second until the sister car of Patrick Depailler and Jean-Pierre Jabouille hit trouble five hours before the end to claim an all-French victory at la Sarthe.

His second win was no less memorable, joining owner-driver Jean Rondeau to beat the works Porsche of Jacky Ickx and Reinhold Joest in 1980.

Nick Garton

Two-time Le Mans winner

Hamilton: lucky to take glory

MERC ADMITS HAMILTON WAS LUCKY TO MAKE SILVERSTONE FINISH

Mercedes's trackside engineering director Andrew Shovlin has revealed that Lewis Hamilton would not have made it to the end of the British Grand Prix to win had it not been for the early-race red flag.

The race was halted after Hamilton and rival Max Verstappen collided at Copse on the opening lap. While the Red Bull fired into the wall, Hamilton was able to continue and return to the pits under the red flag.

The Merc team spotted a damage on the front wheel rim and was able to replace it and that allowed the British driver to power to his 99th career victory.

Shovlin explained: "We'd failed the rim where we had the contact at the front left, so that would've been a DNF had it not been red-flagged.

"But the rest of the damage was actually remarkably little. It was a tyre temperature sensor that had got knocked loose so it was waggling around but, amazingly, it's the least important part on the front wing and it was the only one that broke."

BRITONS DOMINATE AS FORMULA E RETURNS TO LONDON

Brit Alex Lynn scored his first Formula E victory at the London ePrix last weekend after his countryman Jake Dennis had claimed the opener.

Dennis took the race-one triumph after overtaking Lynn, who had locked up and run wide at the midpoint of the clash. He had tracked his rival early on and, once ahead, powered clear to a comfortable victory on the track at ExCeL London, which included an indoor and outdoor section around the exhibition halls.

The victor said: "It's a nice surprise, but I think we do deserve it. We've had two wins now. We've had a few top fives, so we performed well. But we just need to now build in some consistency in these last three races."

Mahindra driver Lynn was unable to hold on to second place and eventually fell behind Nyck de Vries's Mercedes in the latter stages. Championship leader Sam Bird had been forced out due to early contact, which damaged the suspension on his Jaguar.

There was controversy in the second race when Audi driver Lucas di Grassi jumped to the head of the queue under a mid-race safety car by going through the pits. He was black-flagged but ignored the call to stop racing and was later fined.

Lynn led home de Vries and Jaguar's Mitch Evans, while Bird was again forced out in a collision.

The championship will finish with two races in Berlin on August 14-15. De Vries leads the points table ahead of Dutchman Robin Frijns (Envision Virgin Racing) by six points, while Bird is 14 points from the summit.

Lynn won the second UK race

Alonso: set for another season

ALONSO TIPPED TO REMAIN WITH ALPINE

Two-time World champion Fernando Alonso has been tipped to extend his stay with Alpine in Formula 1 after his recent impressive performances.

Alonso, who is 40 today (Thursday) returned to the top-flight this season after two seasons away, has an option with the French team can take up for the 2022 season.

The 2005-2006 title winner is 11th in the points standings after the 10 races so far this year, and his best result has been a sixth placed finish at the Azerbaijan Grand Prix at Baku in early June.

The team's chief executive officer Laurent Rossi said he has been delighted with the performance of the Spaniard so far this term.

"He is doing great," Rossi told BBC Sport. "He is as fast as ever. He is certainly extracting the most out of the car. The car is not incredibly fast and he still manages to get some super-hot laps and qualify the car very well. So far, so good. He is doing everything for me to consider exercising this [contractual] option."

Mitchell joins tin-top pack

MITCHELL JOINS BTCC LINE-UP WITH TEAM HARD

Mini Challenge graduate Jack Mitchell will join the British Touring Car Championship grid for the remainder of the 2021 season at the wheel of a Team Hard Cupra R.

The 23-year-old, who claimed the Ginetta Junior championship in 2014 ahead of McLaren's Formla 1 star Lando Norris, has also had vast experience in British GT. He was the British GT4 title winner in 2017 in a BMW.

He will take over the Team Hard seat from previous incumbent Glynn Geddie, who has been forced to stand down.

Mitchell said: "[The BTCC] is a series I have grown up watching and racing on the same weekend in some of the support packages, so to call myself a British Touring Car Championship driver from next weekend is something I am very proud of.

"The goal is to help the team get some really strong points finishes and just learn as much as I can. I'm ready, hungry and ready for the fight."

Team Hard boss Tony Gilham, who had considered a race return himself, said: "I'm glad to finally get this situation sorted and I couldn't think of anyone more suitable than Jack. He has been a consistent performer for his entire career to date and the stats don't lie, he is a winner."

RACING NEWS

MOTORSPORT UK BOSS SAYS PARTICIPATION IN RACING RETURNING TO PRE-COVID LEVELS

UK governing body chief Richards predicts racing numbers are "going back to normal" towards the end of this year

Photos: Motorsport UK, Jakob Ebrey, Motorsport Images, Optimum Motorsport/FotoSpeedy

Richards says next year participation should be normal

The governing body has noted only a minor hit on numbers

By Graham Keilloh

Motorsport UK chairman David Richards has said that Covid disruption has not had a major impact on racing participation levels and he expects numbers to return to normal for 2022.

When asked by MN about the impact Covid has had on the UK's motorsport participation, Richards said: "Our licence levels would be the best gauge of that, and permit levels.

"Licences conventionally would be around 30,000 of competing licences. At the moment we've issued about 25,000 licenses for this year and I suspect by the end of the year we won't be far short of getting back to pre-Covid licence numbers. So maybe a little bit down for this year but I'm quite convinced next year we'll be back up to those levels."

The governing body added to MN that, to date this year, it has issued 2212 event permits and that it expects in a normal year to have 4500-5000 events.

Richards noted: "We certainly have a big rush of applications at the moment as everyone tries to condense a calendar year into the last six months of the year. It's looking like a busy period. Towards the end of the year we're going back to normal in terms of participation."

Last year during full Covid lockdown Motorsport UK offered a £1 million support package to clubs and Richards confirmed to MN that only around a third of that £1m has been taken up.

"[The take-up] was modest, it shows that in the main things have been reasonably strong and buoyant," he added.

CERONETTI GETS YOUNG DRIVER OF THE YEAR AWARD

Karter Alessandro Ceronetti has become the latest winner of Motosport UK's Young Driver of the Year award after winning out in a two-stage five-driver shootout.

Five drivers from the second year of Motorsport UK's Enhanced DiSE programme, the first rung of its academy ladder, were shortlisted by the academy and Loughborough College. The other finalists were Molly Dodd, Sam Hicks, Owen Hizzey and Casper Stevenson.

The final's virtual part took place earlier this year, with each finalist delivering a presentation about their DiSE work and an interview.

The final's second half at iZone Driver Performance, delayed due to Covid, took place this month with drivers completing fitness and reaction tests, simulator work and head-to-head competition.

Motorsport UK competitors pathway manager Katie Baldwin said: "It was an incredibly close day of competition. Alessandro stood out for his consistently quick sim times, his determination on the fitness testing and his positive attitude in taking on feedback from the iZone team."

Ceronetti added: "It has been a fun day at iZone, and I really enjoyed the competitive nature of the final. I've learnt a lot." As well as a trophy, he will receive a bespoke iZone training and development package and will be a judge for the next young driver award.

Baldwin (l) and Ceronetti

NO ZOLDER FOR TRUCKS

The British Truck Racing Championship calendar has dropped its planned away-day round at Zolder in Belgium due to Covid-related travel uncertainty.

The Belgian round had been due for September 11-12 as part of a truck festival alongside several other European championships. The organising British Automobile Racing Club said the cancellation is "due to the uncertainty surrounding what is and isn't possible in relation to European travel and in the interests of our competitors and their plans."

BARC has therefore published a revised six-round calendar with the championship's Donington Park meeting in August followed by a mid-September trip to Snetterton.

AMENDED 2021 CALENDAR

British Truck Racing Championship

DATE	VENUE
June 5-6	Brands Hatch
July 3-4	Thruxton
August 21-22	Donington Park
September 18-19	Snetterton
October 9-10	Pembrey
November 6-7	Brands Hatch

The orange army helps Hamilton celebrate

MOTORSPORT UK AND SILVERSTONE THANK "INCREDIBLE" BRITISH GP VOLUNTEERS

Motorsport UK and Silverstone have sent a letter to racing's volunteer community who worked at the recent British Grand Prix thanking them for their efforts.

The letter, co-signed by the governing body's CEO Hugh Chambers and Silverstone's managing director Stuart Pringle, read: "The British Grand Prix has always been an incredible feat of organisation, and once again we want to pay tribute to those at the heart of the operation – the army of volunteers without whom none of this would be possible.

"Current times have called for additional resilience, commitment and attention to detail, with the application of the testing regime and a disciplined approach vital to successfully implementing Covid-19 protocols. All of this on the hottest weekend of the year, against a schedule of prolonged days."

The letter added that welcoming back a capacity crowd to Silverstone was "a feat of Herculean proportions by all involved".

The letter also paid tribute to the success of British drivers at the Grand Prix and its supports, with Dan Ticktum claiming second and third places in Formula 2 as well as Alice Powell, Jamie Chadwick, Sarah Moore, Abbie Eaton, Jessica Hawkins and debutant Abbi Pulling starring in W Series. It also paid homage to the support Lewis Hamilton, Lando Norris and George Russell received from the grandstands, and complimented F1's inaugural sprint qualifying event.

MOSS RETURNS TO GT OPEN ACTION AFTER INJURY

Nick Moss and Joe Osborne returned to International GT Open action last weekend at Imola after sitting out three races due to Moss's back injury sustained at Spa-Francorchamps.

Inception Racing's Pro-Am pair finished second, and first in class, in Paul Ricard's season opener but Moss fractured two vertebrae in a Spa race-one crash which meant the duo missed Belgium's second race plus Hungaroring's double header.

Osborne said: "It's been a speedy recovery. This still hurts us in terms of the championship but, in another way, it takes a little pressure away and we can focus on Nick and getting the most out of him."

Moss in "speedy recovery"

IN BRIEF

New guidance
Motorsport UK has published updated Covid -19 Guidance for England following the lifting of many restrictions in the country on July 19. The guidance outlines Motorsport UK event requirements and recommendations that remain for competitors, officials and volunteers and can be downloaded on the governing body's website.

Birkett entry
Entries are now open for this year's Birkett Six-Hour Relay, taking place on October 23, with packs for entering now available to download on the 750 Motor Club website. The club's long-standing season finale has been running since 1951, and features up to 70 multi-car teams racing on the full Silverstone Grand Prix circuit.

Harper's double
Northern Irish racer Daniel Harper took a second consecutive victory in the Nurburgring Endurance Series earlier this month in his Team RMG-run BMW M6 GT3. The 20-year-old BRDC SuperStar in his stint at the Nordschleife impressed as he took the car from third place to the victory battle.

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RACING NEWS

NEW MG TROPHY CHAMPION KIRKPATRICK TO FOCUS ON HISTORIC MGB IN 2022

Young charger intends to stop juggling old and new and prioritise historic competition in his MGB over racing modern machinery and defending his crown

Photos: Mick Walker, Jakob Ebrey

Kirkpatrick to focus on MGB

By Graham Keilloh

Newly crowned dominant MG Trophy champion Sam Kirkpatrick intends to focus on historic racing next season in his MGB rather than on modern-car competition.

Kirkpatrick in his modern MG ZR 190 recently sealed 2021's MG Trophy title with a meeting to spare after taking seven wins and seven poles in the eight races.

The 20-year-old also regularly races his MGB in historic contests, often at the same MG Car Club meetings. Ten days ago at Donington indeed Kirkpatrick, as well as sealing his MG Trophy crown, raced his MGB in Equipe's three-hour classic relay as part of the team that finished runner-up.

Kirkpatrick said: "We're going to focus on historics a bit more next year. Maybe do the odd race in the ZR but we're not going to do the full championship next time. We've done a whole year of [MG Trophy] and feels like it would be a bit samey doing it again. So going to have a go in the historics, I enjoy it quite a lot as well.

"It's a bit hectic having two cars at the same meeting. My dad raced historics for his whole life so it's something he's always wanted me to do and then we had a go in the MGB and I loved it, so we'll be doing a lot more historic stuff."

Kirkpatrick: MG Trophy champ

Savage's rather second-hand ZR 190 is retrieved after its roll

SAVAGE'S SPECTACULAR EXIT IN MG TROPHY

MG Trophy racer Paul Savage escaped unharmed from a spectacular barrel-roll exit from the championship's opening race at the MG Car Club's Donington Park meeting last weekend.

Savage in his ZR 190 tangled with Josh Bacon's 170 exiting the chicane while Savage was seeking to pass for sixth place. The accident brought out the red flag.

Savage said: "It was like being in a washing machine and you're waiting for it to stop, my thought was 'how bad is this going to be?' I try to keep out of accidents: my overriding priority is to keep my car straight so I don't have to spend money on it. It's a write off.

"I got past him [Bacon] before I got to the chicane, just. His line takes him onto the grass; momentum is with me on the Tarmac. I'm not expecting somebody to be turning left in my right-rear wheel arch. Hitting there just turns you straight into the wall."

Bacon said: "I was being overtaken and then missed a bit of the last corner and we've ended up on the outside and I had nowhere to go and he had nowhere to go. It's been put down as a racing incident."

BILINSKI BACK FOR MUCH OF BRITISH F3 2021 REMAINDER

Roman Bilinski is set to complete most of the remainder of 2021's BRDC British Formula 3 championship with Arden Motorsport following an impressive Donington Park debut earlier this month.

The 17-year-old British-born Pole is racing in British Formula 4 this year with Carlin while in his freshman Donington F3 weekend, which was considered a one-off, he took a fourth and two fifths.

Now though, starting last weekend at Spa-Francorchamps where he took his maiden F3 win, he intends to race in all remaining British F3 rounds that do not clash with F4, with currently the only clash F3's August Silverstone meeting.

Bilinski said: "Three top-five finishes at Donington has definitely given me a platform to build from. The key here is we keep learning, keep improving and put ourselves in the best possible position when it comes to making decisions at the end of the season."

Bilinski's Arden F3 team-mate Frederick Lubin was again missing last weekend at Spa, having also missed Donington. Lubin explained on Instagram: "I have a mild case of myocarditis and even though it is only mild it still has to be treated with extreme care. I'm on the mend and I've made some huge steps forward so I'm hoping to be back for our [next] round [at] Snetterton."

Impressive newcomer Bilinski is back for much more British F3

Kenning's Group A throwback

KENNING'S TRIBUTE METRO

Robbie Kenning's car in the MG Car Club's Metro Cup has a familiar look to fans of the mid-1980s British Saloon Car Championship.

His Metro's livery is a homage to the Computervision Racing with Esso Group A MG Metro turbo driven by Patrick Watts and Robin Brundle. Kenning made his racing bow in his special-liveried machine last month and 10 days ago took two fifth places with it at Donington Park.

Kenning said: "I found the car two-and-a-half, three years ago in the white and blue, and the Group A car is in the same sort of livery so I thought I'd do an MG version. It's been two years in the making.

"It won the championship in '98 and '99, and I found it after it had been locked away and lost for 20 years and gave it a new lease of life.

"I used to follow all the historic stuff, then we went to Goodwood, saw the Group A stuff, thought it was mega. Saw them at Donington and thought 'yeah, I like those'.

"It's getting a couple of peculiar looks!"

US champion in Euro debut

US F4 CHAMPION YEANY JOINS FORTEC F3 SPA EFFORT

Reigning United States Formula 4 champion Hunter Yeany made his BRDC British Formula 3 and European single-seater debut at Spa-Francorchamps last weekend with Fortec Motorsports.

The 16-year-old from Virginia currently sits 10th in the Formula Regional Americas standings, competing with Velocity Racing Development, while last season he took a dominant US F4 title with eight wins. He has one pole in the US and also had made Indy Pro 2000 appearances this year.

Yeany said: "I'm super excited to make my debut in Europe, it's been delayed with Covid restrictions, but I can't thank Fortec enough. I'm looking forward to working with the whole team to make sure we hit the ground running."

Fortec boss Oliver Dutton added: "He's a great talent, with a really good attitude and a real drive to do well, so I'm sure our focus on driver development will suit him down to the ground. All the ingredients are there for this to be a very positive partnership."

Advertising enquiries: 01732 446757

RALLY NEWS

BREEN DESPERATE TO PUT TOGETHER A FULL-SEASON WRC CAMPAIGN

Podium finish in Estonia has made Hyundai's part-timer keen for title attack

Podium for Breen and Nagle (r)

Photos: Hyundai, M-Sport, mcklein-imagedatabase.com

Breen wants a full-time ride

By Graham Lister

Craig Breen is done with being a bit-part player in the World Rally Championship and hopes his second-place finish in Estonia earlier this month will boost his job prospects for 2022.

Breen is chasing a full-time Rally1 ride next season following a car-sharing arrangement with Dani Sordo at Hyundai this year.

The Irishman was widely praised for finishing runner-up to Kalle Rovanpera despite not having competed on gravel in a World Rally Car since the previous running of the Tartu-based event in September 2020.

Although Breen, 31, has indicated that remaining a Hyundai driver is his preferred option, he conceded the final decision is "outside" his control.

"Myself and [co-driver] Paul [Nagle] want to be World champions and it doesn't take a mathematician to figure out you can't win a World championship doing half the rallies," Breen said. "We're obviously looking at all the options.

"I feel at home, I feel comfortable and snug where we are at the moment in Hyundai but there are things outside my control. We just need to find that opportunity to get the full season and make the most of it."

Hyundai has signed Thierry Neuville and Ott Tanak for 2022, while Oliver Solberg has been linked to a Rally1 opportunity with the make as part of his initial two-year deal. Sordo also remains in the frame for continued employment but isn't keen on a full programme.

Hyundai team chief Andrea Adamo praised Breen for his second consecutive second-place finish in Estonia, telling WRC All Live that "Craig has done something amazing".

However, in his post-event summing up, the Italian thanked Breen and Nagle "for a fantastic second place" but didn't comment further, despite the Irishmen finishing as the top Hyundai crew in the Baltics.

Wilson keeping an eye on Irishman's situation

Craig Breen's bid to secure a season-long WRC campaign in 2022 isn't dependent on Hyundai keeping him.

Seats remain at Toyota and M-Sport although a role with the former would be on a part-time basis if Sebastien Ogier stays for a half season, which remains an option for the World championship leader.

While M-Sport team principal Richard Millener told reporters in Estonia that he wouldn't be averse to keeping Adrien Fourmaux, Gus Greensmith and Teemu Suninen as his squad's Ford Puma Rally1 drivers for 2022, company boss Malcolm Wilson spoke highly of Breen in a recent MN readers' Q&A.

"We're talking to a lot of drivers at the moment and Craig is definitely one of them," said Wilson. "You've got to remember that Craig started with us as well and spent a lot of time here actually working in the workshop with the guys and again he's matured, he's developed and is obviously a top-line driver now. He would fit into our environment really well, we are still classed as a family team in the WRC."

Breen won the WRC Academy in an M-Sport Fiesta in 2011 and became SWRC champion the following season in a Cumbria-built Fiesta S2000.

M-Sport has yet to firm up a line-up for 2022...

WRC SECURES SLOT ON THE SMALL SCREEN FOR THREE YEARS

The World Rally Championship will be shown on BT Sport for the next three years with the broadcaster continuing to offer live coverage of all stages from 2022 via its red button service.

BT Sport has been the WRC's British home since 2014 and the contract extension will coincide with the start of the hybrid Rally1 era.

The deal will include the pre-event magazine show, daily highlights programmes and a post-rally review.

BT Sport's Rachel Knight said: "This not only extends our successful long-term relationship with WRC Promoter, it builds on our existing motorsports coverage of Moto GP, Extreme E and Moto E."

Ramping up home interest, Brits Elfyn Evans and Gus Greensmith are expected to compete full time in Rally1 cars in 2022.

There is no firm rule on the number of works car in '22

FIA REMAINS CAUTIOUS ON TEAM SIZES FOR 2022 CAMPAIGNS

The FIA won't force manufacturers to run four-car teams in 2022, even though it could mean the number of Rally1 cars competing on each event might only just reach double figures next year.

Hyundai and M-Sport are expected to limit their involvement to three-car only teams initially, although Toyota is set to continue as a four-car operation with an extra Yaris for development driver Takamoto Katsuta.

Yves Matton, the FIA rally director, confirmed there will be no change to the current rules, which means manufacturers will nominate three cars per event to score points with the two best finishers from each make actually scoring.

"Even if we are seeing manufacturers entering four cars [at the moment], it would be difficult to make this mandatory for 2022 given the constraints the manufacturers have been under," Matton said. "But it could be something for the future to bring more drivers at this level and see how we can create more opportunities for newcomers to be part of factory teams. Maybe [a fourth car for a junior driver] could be an option, particularly if it opened up seats to more young drivers coming through the FIA Rally Pyramid. This could be a good achievement."

The FIA has yet to confirm if the current-generation World Rally Cars will be granted a stay of execution for next season.

It is understood, for the 2022 season at least, that they could more competitive than the Rally1 cars that will replace them as the championship's headline category.

HOPES HIGH FOR RALLY FINLAND'S 2021 DATE

The prospects of Rally Finland going ahead as planned in October received a boost last week when organisers began selling tickets.

Pre-sales have begun for Collector Edition passes, which grant access to all stages but will be "very limited" in number according to the event organiser AKK Sports.

However, it has held off releasing more tickets until next month when "more accurate official info about the Covid restrictions for the event" are likely to become known.

Back in May, clerk of the course Kai Tarkiainen explained that the route of the event, scheduled from October 1-3, had been "completed in line with national and regional restrictions introduced in response to the pandemic and can be modified at short notice, should any changes be necessary".

However, Tarkiainen added that "running the event without fans isn't something we can do so we are all hopeful the vaccination programme and all the other steps will ensure the rally goes ahead and we remain confident this will be the case".

Last Friday, July 23, marked the 70-day countdown for the 70th anniversary Rally Finland.

Finland has launched ticket sales for October 2021 event

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McCourt plans BRC return

McCOURT AIMS TO MAKE BRC RETURN

Cathan McCourt will give a debut to an upgraded M-Sport's Fiesta Rally2 car on the Grampian Forest Stages in Scotland next month as he prepares to tackle the European Rally Championship's Rally Azores in mid-September.

The key updates to the Fiesta centre around a engine with more torque and the car's handbrake system, together with revisions to the bonnet design that were introduced during 2020.

"I can't do the next two rounds of the ERC because I have weddings on both those weekends," McCourt told MN. "The Grampian Rally tied in well with the new car coming; it will give us the chance to set it up on gravel and get comfortable in it.

"In time I would like to try another Rally2 car like a VW Polo, but the whole M-Sport package is a good one. They are only over the pond and there is no problem with parts. They give us good backing and have engineers at events to help if needed."

The Grampian will be McCourt's second career appearance on the British Rally Championship and his aim is a top-10 finish. "The BRC boys were going really hard last year – the pace was cruel – and by all accounts they are going faster still this year," he added.

"But with the Grampian being new to many drivers it might be a totally different ball game. For me, top 10 would be a good outcome in the new car."

Besides his European Rally Championship commitments, McCourt also intends to enter the Bushwhacker, Lakeland and Ulster rallies closer to home.

NATURAL RESOURCES WALES THROWS DOWN THE GAUNTLET TO UK RALLYING

Rally4Wales boss: Rally organisers must focus on sustainability to obtain dates

Photos: mcklein-imagedatabase.com, Jakob Ebrey, Motorsport Images, M-Sport, FIA ERC

Forest rallying under threat

By Luke Barry

Rally4Wales managing director Jamie Edwards has warned that Natural Resources Wales has made clear its determination for rallying to address matters of sustainability if it is to retain its events on NRW land.

Last September, the NRW board commissioned a Sustainable Management of Natural Resources (SMNR) Review of motorsport on its land following an extended agreement with Motorsport UK to continue holding rallies in the Welsh forests.

Rally4Wales made a significant contribution to the governmental review "with evidence and clear facts that helped shape the views of the researchers and gave them a balanced understanding of rallying from club level to national events."

The completed document was presented to NRW at a meeting two weeks ago, and while Edwards is buoyed by the initial response, he is clear that organisers must continue to take measurable steps in order to safeguard the sport in Wales.

He told MN: "In recent months, R4W has actively tried to promote to UK rally championships that they need to act sustainably and that message has certainly got through to some. We're already seeing events such as the Mull and Cambrian rallies tackle sustainability head-on. What we really need now is a coordinated approach through Motorsport UK so there is a clear agenda, a set of working principles and guidance for the organising clubs and championships to showcase their commitment to working more sustainably.

"We need actions and a clear plan which we can communicate to the Welsh Government and NRW. They expect the sport to take action and soon. If we do not change then we cannot say that we've not been given the chance to do so.

BARC CALLS TIME ON RALLYING AT CROFT

Bosses of Croft have decided that rallying is no longer viable at the North Yorkshire venue.

In an email sent from its chief executive, the British Automobile Racing Club, which operates the track, has advised event organisers that it will not run any rally events in the future. The BARC stated that its decision had been taken in order to protect the recently laid track surface at Croft.

The full 2.1-mile circuit was resurfaced in April 2019, since when it has only hosted one event for the British Rallycross Championship in October 2019 and one rally, the Christmas Stages, in December of the same year.

The decision appears to bring an end to Croft's long association with rally and rallycross events for the foreseeable future. Croft originally became one of the first venues to follow Lydden Hill as a rallycross host in 1967 and it has an equally long history of hosting spectator-friendly stages for British and international rallies, including the RAC and subsequently the historic Roger Albert Clark events.

In recent years the Northallerton AC's Christmas Stages has been the main focus of Croft's rally activity, with a 90-strong entry for its most recent event, which was won by the Ford Focus WRC of Frank Bird ahead of the turbocharged Ford Fiesta S2000 campaigned by event sponsor, Kevin Procter.

In a statement, the Northallerton AC offered thanks to its competitors, supporters and volunteers, saying: "This is a regrettable situation and beyond our control. As you can imagine, we as a club and a team of organisers are beyond devastated, but rest assured we will pick ourselves up and move on, it's not the end."

Croft no longer views rallying as a viable activity in 2021

East Riding Stages will hit the road in February 2022

BRITISH CLOSED-ROAD RALLY TO BE STAGED IN 2022

After a three-year hiatus, closed-road rallying will return to England in 2022, when the East Riding Stages event is held in Yorkshire as a single-day event on Sunday, February 27.

Comprising eight stages that bring a total of 50 competitive miles, the rally will be organised and promoted by the Beverley and District Motor Club.

The last event of this kind took place in England at Clacton-on-Sea after local authorities were able to enact revised government legislation to the Road Traffic Act for authorised motorsport events.

Making his announcement on behalf of the organising team, event spokesman Richard Vincent said: "It's been more than two years in planning but more than 40 years of dreaming.

"[Road rallies are] a success over most of mainland Europe and Ireland, the Isle of Man and Jersey. It has long been the wish of many motorsport fans here in the UK to see similar events take place on our shores."

The rally organisers believe that their date will also to be attractive to entrants in all classes, including those for historic cars.

"Running in late February, it gives crews a chance to shake down their machinery, without the pressure of championship points at stake," Vincent added.

Motorsport UK rallies manager Iain Campbell has previously revealed to Motorsport News that the introduction of entirely new rounds to British championships is important to sustain the variety and challenge that is needed to maintain interest among teams and competitors.

BILHAM RETURNS TO ACTION IN BTRDA JUNIOR R2 CATEGORY

Sam Bilham, the 2017 Fiesta ST Trophy champion, has bought a Ford Fiesta R2 and plans to vie for BTRDA Junior R2 honours on the final four rounds of the season.

Bilham has acquired the ex-Castrol prize car and plans to contest the Woodpecker, Trackrod, Cambrian and Rallynuts events.

Bilham told MN: "We wanted to do something but not spend, if it's possible in rallying, stupid money. I believe that we've managed to find a very competitive car without having to spend a fortune. We've had to give it a good run round to make sure there weren't any problems because the car has been sat for a year. It's getting rebuilt at the moment just to freshen it up, tidy it up where needed and then the plan is, as long as the events run, to do the BTRDA events from the Woodpecker onwards.

Bilham's return to action will mark his first competitive outing in exactly two years, as his last start was on the 2019 Woodpecker Rally at the wheel of a Ford Fiesta R5.

Having started his career in 2011, the 24-year-old previously claimed the 2014 BTRDA Rally First and Junior titles, earning himself the MSA RSF Young Driver of the Year award as a result, before progressing to more powerful equipment.

"There is obviously some continued uncertainty over events and whether the calendar will stay as it is," he said.

"But I'm optimistic that we will get four rounds in and, in turn, that should be enough for us to count for the championship."

Bilham has recommissioned the former Castrol prize car

RALLY NEWS

McCONNELL TAKES ON NITRO SERIES

Jamaican Fraser McConnell will race in the Nitro Rallycross series in America this autumn.

A champion in the Americas Rallycross ARX2 division for Supercar Lites machines, McConnell stepped up to Supercar last season in RallyX Nordic and scored a maiden podium in the final round. He has returned to the Nordic series for 2021 and scored a first Supercar victory at the same Nysum circuit in Denmark in one of the Olsbergs MSE team's Ford Fiestas.

McConnell will race the car in the final round of RallyX Nordic at Arvika next month, before the Fiesta is shipped to America for the opening round of the NRX series in Utah in September. McConnell raced in RX2e last weekend in Barcelona but failed to finish the final.

GERMANY WRX POSTPONED AMID FLOODS

Organisers rework the schedule as venue being used to help disaster recovery effort

Photos: Red Bull Content Pool, Colin Casserley

Germany will host WRX in November

By Hal Ridge

Nurburgring's introduction to the World Rallycross Championship, which was due to take place this weekend, has been postponed until the end of the current season.

Germany's return to the World RX schedule at the new rallycross venue was moved and then dropped last year due the coronavirus pandemic. The 2021 event, which was scheduled as round two and round three of the roster, has been postponed due to the recent flooding disaster in central Europe.

The venue and its facilities are being used as an integral part of the relief effort in the region, specifically as a collection and distribution centre.

Instead of taking place on July 31-August 1, the venue will now host the season finale on November 27-28.

World RX director Arne Dirks explained: "While the Nurburgring itself has thankfully been largely spared by this natural disaster, the same cannot unfortunately be said for the surrounding area.

"We must pay immense tribute to the event organisers, who have worked night and day to help the humanitarian efforts. At the same time, they have collaborated very closely with us and the FIA to find a solution to reschedule the event."

ROAD RALLY ROUND-UP

Jones and Collis get the road rally ball rolling

Iwan Jones/Sam Collis were winners of the Pacemaker Rally, Knighton Motor Club's tentative step to restart road rallying in its heartland on July 17-18.

The event was titled as a 40/30 rally; it had 40 competitive miles and was restricted to 30 starters. Six local clubs were invited to submit five entries each. The route was entirely within England; Welsh requirements made entering the Principality too great a task for a small organising team.

There were three competitive sections, each with one time control timed to the second. Jones/Collis and Mark Lennox/Ian Beamond were the only two crews to clean the opening test. Top seeds Andy Davies/Alan James withdrew at this point after wrong slotting and dropping 44 seconds.

Lennox/Beamond took a one second lead on the next section, but Jones/Collis sealed their win by being fastest by 19 seconds to the final control.

Richy Williams/Will Atkins beat Mark GT Roberts/Dylan Jenkins to third place by two seconds. The latter crew had taken a cautious approach to the rougher sections in a successful attempt to avoid punctures, a problem that the pot holed lanes caused for other runners.

Paul Morgan/Robbie Pugh had been expected to feature in the battle for the lead, but were out by the halfway mark with a broken strut.

Ian Mills

Results

Pacemaker 40/30 Rally
Organiser: Knighton Motor Club **When:** July 17-18 **Where:** Shropshire **Route:** 60 miles **Starters:** 27
1 Iwan Jones/Sam Collis (Ford Escort) +11s; 2 Mark Lennox/Ian Beamond (Escort) +21s; 3 Richy Williams/Will Atkins (Ford Sierra); 4 Mark GT Roberts/Dylan Jenkins (VW Golf GTi); 5 Matt Barker/Jordan Dziadulewicz (Peugeot 205 GTi); 6 William Carlyle/Matt Hill (205 GTi); 7 Andrew Sheers/Clive Jones (Escort); 8 Alex Barker/Russ Smith (BMW 3128Ti); 9 Ashley Thomas/Chris Ashley (Ford Fiesta); 10 Andy Morgan/David Price (Citroen Saxo). **Class winners:** Experts: Williams/Atkins; Semi-Experts: Carlyle/Hill; Novices: Jay Davies/Gareth Price (Peugeot 206).

BriSCA F1: NORTHAMPTON BY COLIN CASSERLEY JULY 25

HARRIS LOCKS UP EUROPEAN TITLE WITH DOMINANT WIN

Reigning World champion and National series title holder Tom Harris added the European Championship to his collection with a dominant performance on Sunday at Northampton.

Only Ryan Harrison's victory in the British Championship at Skegness back in June prevents Harris from holding all four majors at the same time. Harris had first won the European title back in 2012

With the starting grid determined by points scored in the heats rather than the traditional grade-order system, Harris chalked up enough points to start on pole with in-form man Finn Sargent starting alongside.

From the drop of the green flag, Harris powered his way into the lead with Mat Newson barging his way into second spot, while Sargent was shuffled back in the pack in the opening-lap frenzy.

A yellow flag was flown a few laps into the race to remove the cars of Mark Sargent and Shane Geary, which were stationary on the racing line. Each time, Harris pulled away once again on the restart and was never troubled. Behind him, Newson, Lee Fairhurst, Danny Wainman and Sargent engaged in a scrap for second place. Fairhurst muscled his was into the runner-up position in the closing stages with Newson crossing the line in third.

Winner Harris was delighted with work on his machine during the event. "I wasn't happy with my car after the heats, so my crew worked hard in changing things, the new set-up worked well and the car was just great to drive," he said. "I want to thank my crew as without them I would have not won today."

Second-place finisher Fairhurst said: "It was a great race between us for second, but I didn't have anything for Harris."

Harris managed to lead from pole for European title

Results
BriSCA F1
Organisers: Incarace, BriSCA F1 **Where:** Northampton Sadium **When:** July 25 **Starters:** 41.
1 Tom Harris; 2 Lee Faurhurst; 3 Mat Newson; 4 Danny Wainman; 5 Finn Sargent; 6 Will Yarrow; 7 Paul Harrison; 8 Frankie Wainman Jr; 9 Frankie Wainman Junior Jr; 10 Michael Scriven.

BriSCA F1: ODSAL BY COLIN CASSERLEY JULY 17

FORT HOLDS THE FORT AS WILSON MISSES OUT

With Ricky Wilson away watching the British Grand Pix at Silverstone, he offered his car to Chris Fort to drive at Bradford. Fort jumped at the opportunity and made the most of his time behind the wheel of the ex-Stuart Smith Jr machine by chalking up a heat and final double.

Sam Brigg jumped into the lead at the drop of the green flag before a pile-up in Turn 3 blocked the track and a complete restart was called for.

Brigg once again jumped into the lead on the second start and pulled away from Fort, who had muscled his way into the lead. With the final win within sight, Brigg tangled with a backmarker and handed a race-winning lead to Fort.

Brigg bounced back from his disappointment by winning the Grand National and, in doing so, earned enough World championship qualifying points to grab himself a starting spot in the forthcoming second semi-final. Tom Harris ended up top of the points chart and now has the choice as to which semi-final he prefers. King's Lynn hosts the first semi this weekend with Skegness a week later. Harris has yet to decide which event to enter.

Bradford will stage the World Final on September 10-11 and, since the track returned to the fixture list this year for the first time in 24 years, there has been a different final winner at each meeting. No driver has dominated races, so the form book for the big race is wide open.

Final had to be restarted: no wonder...

Fort used the borrowed car for glory

Results
BriSCA F1
Organisers: Startrax, BriSCA F1 **Where:** Odsal Stadium, Bradford **When:** July 17 **Starters:** 51.
1 Chris Fort; 2 Frankie Wainman Jr; 3 Ryan Harrison; 4 Lee Fairhurst; 5 Terry Hawkins; 6 Craig Finnikin; 7 Danny Wainman; 8 Jack France; 9 Josh Smith; 10 Mal Brown.

Advertising enquiries: 01732 446757

HISTORICS

DOWN THE PUB

RICHARD YEOMANS

Crossle racer
Age: 52 **Lives:** Goodwood
Racing: for three years

Yeomans is a real high flier

He lives next door to Goodwood
"My neighbour is a guy called Charlie Gordon-Lennox. He's certainly a bigger landowner than I am, but he's a very good neighbour as well. I've come to racing later, at 50 years old. I've loved racing for years."

He acquired a Crossle 25F
"I did trackdays and I did a little bit of hillclimbing and then I looked for a Formula Ford and found the Crossle 25F, which was disassembled. I bought it in pieces relatively cheaply and it came with the gearbox, so I found an engine and put it all together myself. And then I realised I wasn't quite that much of an engineer after all!"

He races in Classic Formula Ford
"This is genuinely affordable. Once you pay the entry fees and a little bit of testing, you can do it yourself. I'm primarily running myself but I can call on the help of Mark at Shaws Motorsport, which makes a big difference. With all the help on hand and lots of advice, it's a super friendly grid. To have people like Rick Morris come around and give you a few tips is unbelievable."

He's a pilot
"I fly business jets for a company called NetJets. It's a large business jet operator. It can go anywhere in the world and I can start work anywhere in the world. I can finish in Los Angeles and have to get an airline home. It's mega busy and the company is growing. We need more planes and more people. People still want to travel."

He's aiming for a full season
"Hopefully, I'll carry on and I'm trying my best to do a full season. I've got to thank NetJets for giving me the time off to come and do it. I'm very grateful for that in a line of work that could be 24-7."

Classic FF1600 was an easy choice
"The group absorbs people. I turned up at Brands Hatch to look at the Formula Ford Festival in 2017. I was grabbed, I was given tea and I felt like I belonged straight away. They wanted you there and that's how racing should be. I sit down and have a beer and eat with people who I would never come across. And we've got one thing in common and it's like a family. It's my best weekends of the year."

Photos: Paul Lawrence

More competitors will be able to join the grid

GRIDS SET TO INCREASE THE ACTION AT CLASSIC BATTLES

More action promised as the biggest Silverstone grids will be on show

By Paul Lawrence

Bigger grids than ever will be a special feature of The Classic, Silverstone, this weekend following changes to the maximum grid permitted by the track licence.

For the first time in historic racing, the organisers will be able to start up to 61 cars in saloons and sports/GT races, an increase of three from the previous 58-car capacity after a revision to the Silverstone track licence.

Never before in UK historic racing has a grid of more than 60 cars been unleashed, but at least two of the grids at The Classic are planning to field a capacity 61 cars. Taking advantage of the grid increase are the International Trophy for Classic GT Cars (Masters Pre '66) and the combined Royal Automobile Club Woodcote Trophy and Stirling Moss Trophy from Motor Racing Legends.

Duncan Wiltshire of Motor Racing Legends said: "We are very grateful that Motorsport UK has allowed us to invite a record number of entrants – more so after the frustrations of last year, which have resulted in lots of pent-up demand."

Wiltshire is expecting a capacity 61-car field of saloon cars for the Historic Touring Car Challenge race, including BMW CSLs, Nissan Skylines, M3s and Sierra RS500s. Also running at capacity will be the Formula Junior races, which are full to the 54-car limit with seven reserves waiting for a place.

This year's Classic is the 30th anniversary edition of the event that can trace its history back to 1990. Birthday celebrations were delayed a year when the 2020 edition was lost to Covid.

HUNT NAME RETURNS TO FOR TOURING CAR OUTING

Freddie Hunt will get his hands on Ric Wood's epic Nissan Skyline

Former single-seater racer Freddie Hunt, son of F1 World champion James, will race the mighty Nissan Skyline of Ric Wood in the Historic Touring Car Challenge at The Classic, Silverstone.

After a recent test at Oulton Park, Wood has confirmed that Hunt, 34, will share the Group A touring car in the two-driver race, where the Skylines go up against the Ford Sierra RS500 Cosworths.

Hunt Jr said: "The car is awesome and I'm really looking forward to the race. I've never driven a Group A car before. I've got my sights set on an LMP car at Le Mans, so a fast car on a big grid with a driver change is great experience.

"Massive thanks to Ric for giving me the opportunity to race 'Godzilla'."

Wood said: "It will be fantastic to see the name Hunt racing at Silverstone, especially in one of my cars!"

Rally organisers plea for help after German floods

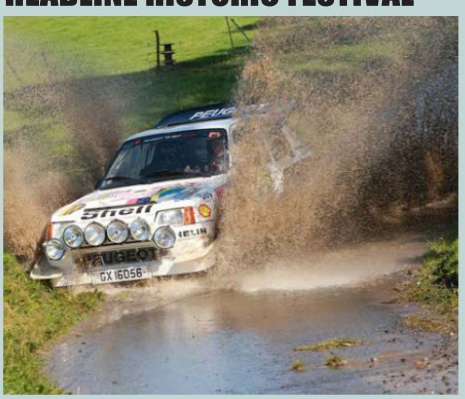
The organisers of the Eifel Rally Festival in Germany are appealing for donations to help the victims of the recent flooding that has devastated the region.

The 10th edition of the hugely popular celebration of rallying history was due to run last weekend but had already been cancelled for a second year due to Covid.

Now, the organisers are asking for donations to help those affected in the region together with the local competitors and friends of the festival.

A statement said: "Participants who would like to donate part of their entry fee, spectators who would like to donate their ticket fees or fans of the festival who would like to help - donations of any amount are welcome."

TOIVONEN AND AITKEN-WALKER HEADLINE HISTORIC FESTIVAL



Fans will get the chance to see some Group B stars up close

The inaugural Historic Rally Festival is set to happen on August 21-22 based on demonstration special stages in Weston Park.

After two false starts due to Covid, the event will be based in Telford Town Park with the rally action in Weston Park throughout Sunday.

A field of more than 60 historic rally cars will include Group B cars and older historics like Ford Escorts and Talbot Sunbeams. Among the stars on hand will be Harri Toivonen and Louise Aitken-Walker. Toivonen will be driving a Talbot Sunbeam Lotus similar to the one his brother Henri used to win the 1980 RAC Rally, which also included a stage at Weston Park.

IN BRIEF

Stephen Curtis
Motorsport News was sad to learn of the death of long-time historic racer Stephen Curtis, 81, who had been racing for half a century. He was a competitor in the inaugural Griffiths Formula race at Castle Combe in 1966, the forerunner of the Historic Sports Car Club, and competed until two or three years ago. He had a range of cars including a Frazer Nash, HWM-Jaguar and Lister Jaguar and also raced in Formula Junior.

Pokerstars open
Entries have now opened for the Pokerstars Rally on the Isle of Man (October 1-2), a round of the HRCR Stage Masters Historic Stage Rally Challenge. The first closed-roads event on the island for two years will cover 115 stage miles in 13 stages, starting on Friday evening and finishing on Saturday afternoon. It will be the third of five events on the re-worked Stage Masters schedule.

Trophy's prime slot
The Woodcote Trophy and Stirling Moss Trophy race has been granted the prime Saturday evening slot for this year's Classic at Silverstone and will run for 50 minutes as the sun sets on Saturday, finishing at 2100hrs. It will be the first time that the Stirling Moss Trophy has been contested at Silverstone since Sir Stirling's death in April 2020.

Jackson's target
Cam Jackson, the leading national race winner of 2021 to date, will aim to add two more wins to his tally of 16 victories by racing his Formula Junior Brabham BT2 at The Classic, Silverstone. However, the most competitive Junior field of the season includes a gaggle of potential winners to rival Jackson including Alex Ames, Sam Wilson, Lukas Halusa and series newcomer, Historic FF1600 champion Pierre Livingston.

Hill on track?
It is hoped that Damon Hill will relive his 1996 Formula 1 title glory during this weekend's Classic at Silverstone. To mark the 25th anniversary of his success, Hill is set to be reunited with his Williams FW18 for some demonstration laps, starting at 1410hrs on Sunday. The appearance of Hill and the Williams was still not finally confirmed as MN went to press.

Pre-66 line-up
A star-studded Masters Pre '66 Touring Car field will be another Silverstone highlight this weekend, contesting the Transatlantic Trophy on Saturday. Steve Soper, Guy Smith, Andrew Jordan, Andy Priaulx, Sam Tordoff, Dave Coyne, Nick Padmore and Calum Lockie all feature in a fabulous 54-car field for the 45-minute, two-driver race.

Short goes rallying
Experienced racer Martin Short will try his hand at classic rallying this weekend by contesting the Cotswold Historic Rally organised by Tavern Motor Club. Short will drive the Lancia Fulvia of Martin Phaff for the day on the second round of the MNHRCR championship. Phaff will co-drive.

RALLY REPORTS

BTRDA RALLY SERIES: SCOTTISH RALLY BY JOHN FIFE — JULY 24

PEARSON LAYS DOWN CREDENTIALS

The Skoda man tops the BTRDA runners to vault into contention for the BTRDA Rally Championship

Photos: Eddie Kelly

Pearson's new Skoda earned a podium

Elliot Payne now leads the Gold Star after second place

RESULTS

BTRDA/Scottish Rally Championship: Scottish Rally When: July 24 Where: Lockerbie, Scotland

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/John Rowan	Mini JCW WRC	42m48s
2	Jock Armstrong/Cameron Fair	Ford Fiesta Rally2	+58s
3	Garry Pearson/Niall Burns	Skoda Fabia R5	+1m47s
4	Rory Young/Allan Cathers	Ford Fiesta R5 Mk2	+1m55s
5	James Wilson/Arthur Kierans	Hyundai i20	+2m02s
6	Elliot Payne/Rhys Stoneman	Ford Fiesta	+2m06s
7	Ian Bainbridge/Will Atkins	Skoda Fabia	+2m43s
8	George Lepley/Tom Woodburn	Mitsubishi Lancer E10	+2m55s
9	Tom Llewellin/Ross Whittock	Mitsubishi Mirage R5	+2m56s
10	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+3m25s

Class winners: C1: Simon Double/Jessica Mitchell (MG ZR 160); **C2:** Donald Peacock/Scott Peacock (Peugeot 205 GTI); **C3:** Martin Crombie/Ricky Finlayson (Talbot Sunbeam); **C5:** Michael Renton/John Shepheard (Subaru Impreza); **M2:** Niall Cowan Jr/Callum Shanks (MG ZR); **M3:** Peter Stewart/Harry Marchbank (Peugeot 208); **M4:** Paddy Munro/David O'Brien (Ford Escort Mk2); **M5:** Johnnie Mackay/Emily Easton-Page (Ford Fiesta ST); **M6:** Mark McCulloch/Michael Hendry (Escort Mk2); **M7:** Iain Wilson/Chris Williams (Escort Mk2); **M8:** Ian Baumgart/Dave Robson (Impreza); **M9:** Michael Binnie/Claire Mole (Lancer E9); **SH1:** Stanley Orr/Graham Henderson (Ford Escort RS1600i); **SH2:** Paul Barrett/Gordon Noble (Ford Escort); **P1:** Bogie/Rowan; **LR:** Keith Harvey/Ben Shackleton (Land Rover Defender 90); **1400S:** Richard Jordan/James Gratton Smith (ZR); **N3:** Brendan Leonard/Jamie Mactavish (Ford Fiesta); **NR4:** Pat Naylor/Ian Lawrence (Lancer E9); **R2:** Jonathan Jones/Jez Rogers (Ford Fiesta R2); **B11:** Neil Andrew/James Chatfield (Escort Mk2); **B12:** Simon Pickard/Phil Pickard (Ford Escort); **B13:** Lepley/Woodburn; **B14:** Pearson/Burns; **BH3:** Paul Street/Ian Jones (Escort Mk2).

Garry Pearson and Niall Burns have pitched themselves right into contention for this year's BTRDA Gold Star series title with a maximum point score from third place on the second round of the competition, the Scottish Rally, last weekend.

The pair finished fifth on the opening round, the Nicky Grist Stages in mid-July, in a Mitsubishi Lancer. On their first outing in a Skoda Fabia R5, they finished third overall in Scotland and were the highest-placed Gold Star crew.

Elliot Payne now leads title race by four points after he and Rhys Stoneman finished an excellent sixth overall and second of the Gold Star points scorers. Iain Bainbridge and Will Atkins rounded off the top three, whereas Callum Black was left to rue what might have been after a disappointing weekend.

Black started well, the Ford Fiesta R5 driver sitting only five seconds behind Pearson's Skoda on the opening stage of the day at Twiglees. He began to apply pressure on the next stage on the north side of Ae Forest, scorching to the finish boards fully 12s quicker than Pearson, but only one second faster than an impressive young Tom Llewellyn in the Mitsubishi Mirage R5.

Pearson emerged from SS2 with a front-right puncture but worse befell Black on the third test in a rather rough and rocky Ae. He lost over four minutes with two punctures and that was his rally run for the day.

This was the first time in his relatively short rallying career that Payne had encountered serious dust, with Bainbridge fancying his own chances against the youngster. They were fairly nip and tuck over the first four tests, but it all went wrong for Bainbridge on the final stage when he punctured a tyre. Just before SS4 the team had changed a rear trackrod but had no time to adjust the tracking so Bainbridge had set off with the Skoda Fabia R5's rear wheels pointing in different directions…

Even so, he managed to hang on to third BTRDA runner by just 12s from George Lepley and Tom Woodburn after they punctured in the Mitsubishi Lancer E10 on the third stage.

Llewellyn, partnered by Ross Whittock, actually caught Lepley in that test but with his vision reduced to nil by the cloying clouds of dust he still managed to finish fifth.

Rounding off the top six was the Ford Fiesta R5 of Gareth Sayers and Gareth Gilchrist. They had finished the first stage with the front tyres in shreds, so swapped them round with the rears to do SS2 and reach service.

Paul Street and Ian Jones scored top points in their Ford Escort Mk2 in the Silver Star series from the Hillman Avenger of Barry Jordon and Arwel Jenkins with Frank and Lauren Kelly losing out incurring three punctures on the first three stages.

SCOTTISH RALLY CHAMPIONSHIP: SCOTTISH RALLY BY JOHN FIFE — JULY 24

Bogie has now edged Roger Clark's total

Stewart was a head-turner in his new Peugeot 208 on his way to 18th place

BOGIE MAKES HISTORY ON A TOUGH TEST IN SCOTLAND

There was no catching David Bogie and John Rowan on this year's Dumfries & Galloway Scottish Rally. Five fastest stage times ensured the local man scored a record-breaking seventh victory on this event beating Roger Clark's six wins.

Admittedly the current five-stage, one-day format is nothing like the halcyon international days of the Scottish that previously ranged through Scotland's forests over anything from three days to seven but, according to Bogie, it felt like an endurance rally. He said: "It was so hot, and dusty - full marks to the marshals…"

Nearly a minute adrift was the Ford Fiesta Rally2 of Jock Armstrong and Cameron Fair admitting this wasn't an event to be attacked, it was a matter of survival. Even so, Armstrong now moves into the lead of the Scottish Rally Championship after two rounds aided by Freddie Milne's early departure from the event.

Milne suffered yet another throttle position sensor failure, although he has now narrowed the fault down to the wiring loom as he and Jamie Edwards retired the Ford Fiesta R5 at the end of the opening stage. John Wink also failed to finish when the Hyundai i20 suffered an electrical and fuel related problem.

Garry Pearson and Niall Burns finished third overall in their new Skoda, with Rory Young and Allan Cathers only eight seconds behind first time out in a Ford Fiesta Rally2, replacing their R5.

Fifth overall but registered in neither championship was the Hyundai i20 of James Wilson and Arthur Kierans which finished the rally with a banana-shaped rear axle courtesy of a large boulder.

Michael Binnie and Claire Mole scored fifth placed SRC points in their Mitsubishi Lancer E9 ahead of the Ford Fiesta R5 of Ian Forgan and Chris Lees. This was Binnie's foutth straight class win on the Scottish while Forgan also scored top Challenger points repeating his success on the Argyll Rally.

Losing his second place in the Challenger's category was young Ewen Tindall who unfortunately crashed his Ford Fiesta R2T on the first stage while Johnnie Mackay drove well to clinch the top SRC Junior's points in his Fiesta ST.

Winning the top two-wheel-drive category was Mark McCulloch and Michael Hendry in the Ford Escort Mk2 with McCulloch overcoming an asthma attack on the second stage courtesy of the clouds of dust.

In second place, and perhaps one of the drives of the rally, was Peter Stewart and Harry Marchbank.

Stewart had picked up his new Peugeot 208 in France earlier in the week, had three runs at the previous day's test session, and then stormed the Scottish stages to finish 18th overall.

Advertising enquiries: 01732 446757

RACING REPORTS

BRITISH HILLCLIMB: PRESCOTT BY PAUL LAWRENCE — JULY 25

Photos: Ben Lawrence

Alex Summers: second and third as the title battle has intensified

Sean Gould was still aiming to find the perfect traction settings

Wallace Menzies kept up his form with a double win

WALLACE MENZIES TURNS UP THE ALEX SUMMERS HEAT

Point by hard-earned point, Wallace Menzies is building a small but crucial lead in the 2021 British Hillclimb Championship and he took a three-point profit at Prescott on Sunday after another day of fabulous competition.

The traditional early-season Prescott BHC date switched to mid-summer to avoid April's travel restrictions for Menzies and his fellow Scots and the reigning champion took full advantage when a tremendous entry gathered at the Gloucestershire hill. In taking victory in both top12 run-offs, Menzies took another small but important step towards his second BHC crown.

Yet Menzies is the first to affirm that things are far from secure at the head of the table as, after 18 of 28 rounds, just eight points separate him from Alex Summers in this compelling season-long battle.

"It's absolutely nothing really and I shouldn't have even eight," said Menzies of a contest that is underpinned by respect and sportsmanship. "Genuinely, he deserves it," countered Summers. "He's driving brilliantly."

Of course, this is far from just a two-horse race and it was Prescott record holder Sean Gould who was right in the mix during Sunday's pair of run-offs despite his continuing quest for the right traction control set-up.

Gould qualified fastest for the opening run-off and was just a tenth of a second adrift of Menzies as the Scot got to within five-hundredths of a second of Gould's 2019 record. Summers, who is still chasing the final reserves of power that lie within his IndyCar-sourced engine, was edged back to third but fought back in the second run-off to pip Gould for second by five-hundredths as Menzies bagged his second win by a fifth of a second.

A scrappy second class run left Menzies running four from the back in the second run-off, but his 35.75s climb was good enough to make a perfect day. "It's been a really good weekend when it's as close as this with Alex," he said.

With Trevor Willis and Dave Uren both sidelined by engine issues, Scott Moran and Richard Spedding were the best of the rest and they claimed fourth and fifth places respectively. Spedding's second run-off best of 36.31s showed that he is bouncing back from missing half of the season with his own engine issues.

Prescott usually rewards the committed drivers in smaller-engined cars and Sunday was no different as Zac Zammit and Paul Haimes each took a sixth place with 1600cc and 1300cc turbo respectively. For Malta's Zammit it was an impressive return to UK competition after a Covid-enforced absence since the end of 2019.

Zammit narrowly headed another instalment in the David Warburton and Eynon Price battle in the 1600cc class, while racer Charles Hall shared the Empire Wraith of Zammit and scored his first ever BHC points.

Results

Prescott
Round 17: 1 Wallace Menzies (3300cc Gould-Cosworth GR59M) 35.46s; 2 Sean Gould (4000cc Gould-Judd GR59JB) 35.56s; 3 Alex Summers (2650cc DJ-Cosworth Firestorm) 36.18s; 4 Scott Moran (4000cc Gould-Judd GR59J) 36.50s; 5 Richard Spedding (1340s GWR-Havabusa Raptor 2) 37.20s; 6 Zachary Zammit (1596cc Empire-Suzuki Wraith) 37.50s; etc.
Round 18: 1 Menzies 35.75s; 2 Summers 35.94s; 3 Gould 35.99s; 4 Spedding 36.31s; 5 Moran 36.38s; 6 Paul Haimes (1300t Gould-Suzuki GR59) 37.26s; etc.
Championship points (after 18/28rounds): 1 Menzies 162; 2 Summers 154; 3 Gould 117; 4 Moran 106; 5 Trevor Willis (3200cc OMS-RTE 28) 83; 6 Dave Uren (3500cc Gould-NME GR55B) 45; etc.

NATIONAL HOT RODS: BUXTON BY GRAHAM BROWN — JULY 18

IVAN'S HIGH EDGE HAT-TRICK

Ivan Grayson made good use of local knowledge when the National Hot Rods returned to a blisteringly hot High Edge oval at Buxton, the Stoke-on-Trent man putting an advantageous grid position to good use by winning all three races to kick off his world qualifying campaign with a perfect maximum score.

Grayson was followed home in the final by Billy Wood, the 2018 World champ heading Perry Cooke over the line.

Les Lynch led the opening race away in his Mercedes but was sadly soon parked up by the wall on the Turn 4 exit, prompting a caution period. Lynch's departure had gifted Sam Gray the lead, while Lance Bowen and Grayson had disputed second, a dispute Grayson had just got the best of before the yellows flew.

The restart naturally pitted Gray against Grayson, with Grayson eventually slipping past before Bowen went spinning out of third on the Turn 2 exit. Gray kept the leader honest for a long time until Grayson eventually pulled clear to take the flag while another local, Jack Blood, got home a distant third.

Sole front-row man Chris Aldridge stepped off the line first in heat two but it wasn't long before Grayson had his nose in front exiting the far turn. As Shaun Taylor's spanking new Ford Fiesta sadly ended its debut hard against the barriers at Turn 1, and the impressive Gray further relegated Aldridge to try and chase down the leader.

By half distance the frontrunners were well spread out with Grayson well clear of Gray who, in turn, had a quarter-of-a-lap gap on Aldridge, Dick Hillard and Wood who were busy dicing over fourth. Wood was able to dispose of the others fairly swiftly but was by then half a lap adrift of Gray.

With Grayson (on pole) and Gray having locked up the front row for the final it was no surprise to see them fighting for the lead from the off. Gray had a good go at stopping the local man's hat-trick but had already been bested in the opening gambits when he was forced out with a flat tyre.

That left the leader way ahead of an intriguing race-long places scrap between Hillard, Perry Cooke, Wood and Mikey Godfrey, once he'd caught them.

With the closing laps looming, Wood took to the outside and worked his way past the lot of them to finally cut ahead of Hillard and into second down the back straight.

The leader was more than half a lap up the road by then however and never in the slightest danger of being challenged.

Cooke just managed to get up and pip Hillard for third at the line with Paul Wright a flying fifth after starting last due to an intermittently sticking throttle.

Photo: mkpics.net

Ivan Grayson kicked off the 2021-2022 campaign in fine style with a final win at Buxton Raceway

RACE WINNERS

Organiser: Buxton Raceway **When:** July 18 **Where:** Buxton Raceway **Starters:** 19
Heat one: 1 Ivan Grayson (Vauxhall Tigra); 2 Sam Gray (Peugeot 206cc); 3 Jack Blood (Vauxhall Tigra); 4 Mikey Godfrey (Vauxhall Tigra); 5 John Sibbald (Vauxhall Tigra); 6 Dick Hillard (Vauxhall Tigra); 7 Gordon Alexander (Vauxhall Tigra); 8 Perry Cooke (Vauxhall Tigra). **Heat two:** 1 Grayson; 2 Gray; 3 Billy Wood (Vauxhall Tigra); 4 Chris Aldridge (Vauxhall Tigra); 5 Hillard; 6 Cooke; 7 Aaron Dew (Ginetta G40R); 8 Colin Hitch (Peugeot 206). **Final:** 1 Grayson; 2 Wood; 3 Cooke; 4 Hillard; 5 Paul Wright (Vauxhall Tigra); 6 Dew; 7 Godfrey; 8 Aldridge; 9 Sibbald; 10 Mark Shelper (Peugeot 206cc).
Championship points: 1 Grayson 70; 2 Wood 51; 3 Hillard and Gray 46; 5 Cooke 44; 6 Godfrey 38.

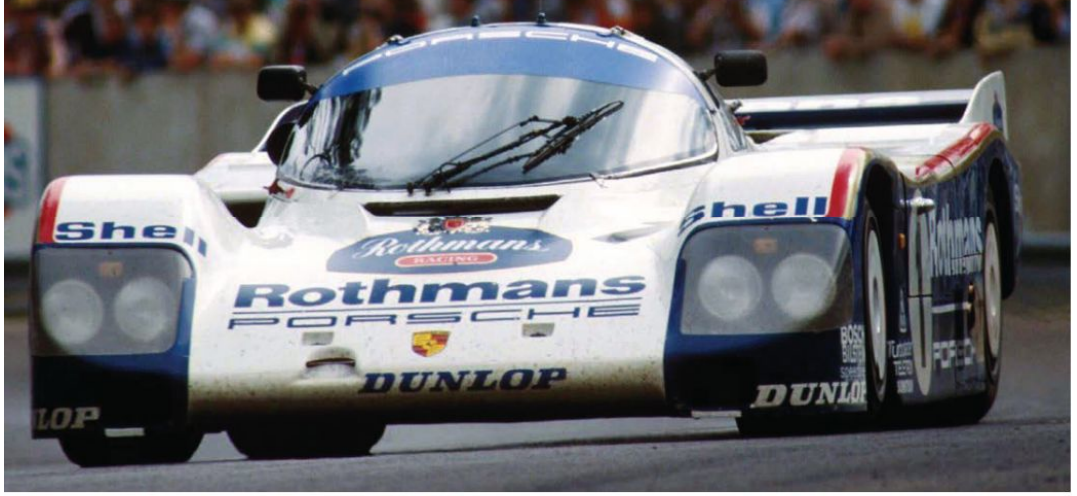
SPECIAL PULLOUT

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

MAKING IT IN THE RAIN
Porsche's first Le Mans victory

The cars, the success, the drivers. We explore the very best of the iconic German marque

PORSCHE POWER



You've either got it or you haven't. And Porsche, undoubtedly, has it.

Just what 'it' is of course is hard to define. Porsche is associated with great speed and success, as well as, without wishing to fall foul of racial stereotypes, inimitable efficiency. There's also its class of operation and the elegance of its cars. But even with all this there's something intangible about the Weissach marque in motorsport.

This very special 20-page supplement doesn't seek to answer the question, rather it allows you bask in the best over time of a time-honoured motorsport icon that this year celebrates its 90th birthday.

Porsche has strode across many motorsport eras, categories and locations stretching back to the 1950s. The marque is mainly associated with staggering sportscar success in golden ages of endurance racing; its models fall from the tongue. Porsche's total of 19 overall Le Mans victories towers above the next best. And in this supplement Peter Coleman tells us the unlikely story of the first of these, in the sodden 1970 event.

We've also asked your questions of a true Porsche and endurance great: five-time Le Mans winner Derek Bell, who talks typically candidly about his time with the endurance giant and about a few other things besides from his extended career.

Porsche has also competed, and had success, in plenty of other motorsport pillars: GT, single-seaters and, as Nick Garton explains, much further afield than that.

And with an iconic brand comes iconic drivers, who roll off the tongue just like the cars. And one question we have sought to resolve is who are the best ever Porsche pilots. Our rundown is on the following pages. And let us know what you think by getting in touch with us at graham.keilloh@kelsey.co.uk.

Graham Keilloh
Deputy Editor, Motorsport News
graham.keilloh@kelsey.co.uk

SAVED BY THE BELL
Five-time Le Mans winner Derek Bell answers your questions

Inside

The Greatest Porsche Drivers p16
Porsche's successes off the circuit p22
Readers' Q&A with Derek Bell p24
Porsche's first overall Le Mans win p31

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PORSCHE SPECIAL

THE MEN WHO TAMED PORSCHES FINEST BEASTS

Motorsport News attempts the impossible: a countdown of the greatest Porsche racing drivers. By Matt James

There are certain sights and sounds in motorsport that stir the soul, and Porsche ticks both boxes.

Dr Ferdinand Porsche founded the company in 1931, and it has gone on to be a giant in terms of success. And, with that legend, it created heroes of its drivers. Most top-flight racers have sampled a Porsche at some point in their competition careers, but they aren't always easy.

Any expert who has raced a rear-wheel-drive 911 reports that there is a certain knack to getting the most from the unusually configured machines. Some drivers get it, some don't.

Sportscar racing is Porsche's most prolific playground, and its beautiful 917 created the stuff of a thousand motorsport memories, not to mention the multitude of class-winning 911s and the top-flight 956s, the 962s and the 919s.

We have polled our experts to find the ultimate Porsche driver. The premise is that the driver in question is best known for his success in the German cars, whether or not they went on to success in other areas of motorsport.

Do you agree with out list?

If not, let us know at matt.james@kelsey.co.uk.

PANEL

David Addison, Nick Garton, Andy Hallbery, Tim Harvey, Matt James, Graham Keilloh, Paul Lawrence, Graham Lister

10 Kevin Estre

Estre is a king at the Nordschleife

Nationality: French
Born: October 28. 1998
Notable Porsche success: Porsche Supercup France, Porsche Supercup Germany, World Endurance GTE champion 2018-2019; Nurburgring 24 Hours 2021

There was a brief blip when Kevin Estre raced for McLaren in GT racing, but that two-year flirtation apart, he has been a Porsche man ever since he put a roof over his racing head.

The ex-Formula Renault ace is a Carrera Cup France and Germany champion, race winner in Supercup, class winner in the WEC and a winner of the Spa and Nurburgring 24 Hours. But more than that, Estre makes a car come alive. Put him in the car and you just know it will now deliver and one of his star turns was at this year's Nurburgring 24 Hours. Estre was given the start stint and he moved into the lead from 11th on the grid. Estre was given the task of winning the race in the short restart on Sunday morning. Again he delivered. He wasn't error-free, as one such had him off the road and missing a stationary car, but he barely lifted as he dodged it, barely acknowledged its existence.

What makes Estre a star? His commitment, pace and spectacular driving style. But for Porsche there is one other key element: he wins races. Mix all those ingredients together and you get a modern-day Porsche hero.

David Addison

9 Nick Tandy

Stepping up to the 919 Hybrid brought Tandy a win at Le Mans

Nationality: British
Born: November 5, 1984
Notable Porsche success: Le Mans winner, 2015; Petit Le Mans 2015; Nurburgring 24 Hours 2018; Spa 24 Hours 2020

After a single-seater career that earned its success on determination regardless of what machinery he was driving, a campaign in German F3 opened some doors that British driver Nick Tandy kicked down.

After an impressive one-off race in a guest car in the Porsche Carrera Cup GB, Tandy used his contacts to form an alliance with Konrad Motorsport, which led him into the Porsche Supercup. Performing under the noses of the Porsche top brass rapidly brought him to their attention, and he soon became a factory driver: surely the golden ticket for any driver at his level.

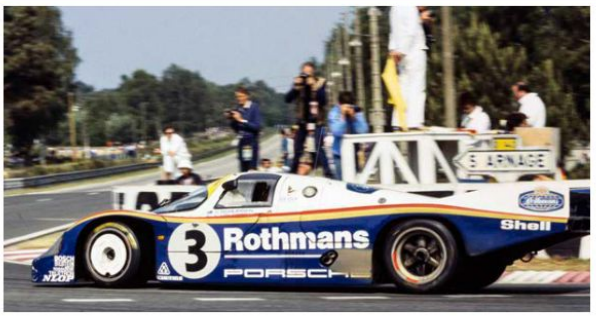
He plied his trade in the classes with huge success and, in 2015, he joined the sportscar top table in the German firm's hybrid 919. His victory at Le Mans that season, alongside Brendon Hartley and Nico Hulkenberg, was a fairy tale and cemented Tandy's place as a Porsche racing legend. But even more so, winning Petit Le Mans in that same season in a GTLM Porsche 911 RSR with Patrick Pilet and Richard Lietz was perhaps a more meritorious performance.

For 2021, Tandy moved to the Corvette team, but he will have to perform well to outstrip what he achieved at the wheel of a Porsche.

Matt James

Photos: Motorsport Images, ADAC

8 Al Holbert



Nationality: American
Born: November 11, 1946
Notable Porsche success: Two-time IMSA GT champion for Porsche, Le Mans winner 1983, 1986, 1987, Daytona 24 Hours 1986, 1987

Porsche was in the veins for quiet American Al Holbert, whose father Bob was a racer and also ran a VW and Porsche dealership near Philadelphia.

Holbert Jr started his competition career in the German machines in regional US sportscar competitions before graduating to IMSA, where he was a two-time title winner in the mid-1970s.

After a dalliance with NASCAR, Holbert returned to this bread-and-butter of long-distance racing while also heading up the Porsche efforts in Indycar in 1987. But it was in the 956 and 962Cs where he would achieve his greatest success. He became head of Porsche North America's Motorsport Division and proved his mettle abroad as well as at home. He was a three-time Le Mans winner. The first was a tense race in 1983, where he, Hurley Haywood and Vern Schuppan prevailed. He also won with Derek Bell and Hans Stuck in 1986 and 1987. He was sadly killed in a light aircraft accident in 1988.

Matt James

7 Vic Elford

Elford was a master of all cars and all conditions...

Nationality: British
Born: June 10, 1935
Notable Porsche success: Class winner, Le Mans 1967, Targo Florio 1968, Rally Monte Carlo 1968

Racers of the 1960s were a different breed from today's drivers and Quick Vic proved the theory.

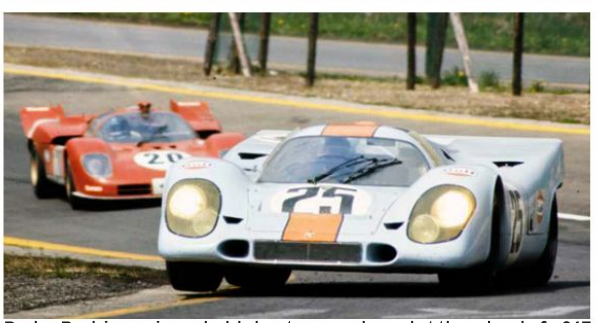
Whether it was winning the inaugural rallycross event in a Porsche 911, taking the same model to glory in the Monte Carlo Rally or hustling a Porsche 917 around some of the most fearsome tracks in the world, Elford tackled them all head on.

After winning the European Rally Championship for Porsche in a factory 911 in 1967, he also claimed the Targa Florio in a Porsche 907 in 1968, driving alongside Umberto Maglioli. He had already opened that season with a triumph in the Daytona 24 Hours in a 907 alongside Jochen Neerpasch, Rolf Stommelen, Jo Siffert and Hans Hermann.

He was one of the pioneers of the Porsche 917 and brought the car major international success when he partnered Gerard Larrousse in 1971 as part of his five-year stint as a works Porsche driver.

Matt James

6 Pedro Rodriguez



Pedro Rodriguez is probably best remembered at the wheel of a 917

Nationality: Mexican
Born: January 18,1940
Notable Porsche success: Daytona 24 Hours 1970-1971, eight World Sportscar Championship wins

There is an image which is seared into the mind of any motorsport fan: Pedro Rodriguez with armfuls of opposite lock taming a soaking Brands Hatch in a Porsche 917.

It is ironic, really, as the Mexican had spent a decade being known for driving Ferraris and driving them very quickly. But it was when he joined Porsche at the start of the 917 era that the memories were truly made.

The 917 was not the most refined of racing cars when it was developed in 1970, and it took superhuman levels of bravery, and a deft right foot, to extract the most from it. Rodriguez, who was mostly partnered with Leo Kinnunen in the John Wyer-run machines, took eight victories over the 1970 and 1971 seasons, and the highlight was back-to-back triumphs in the season-opening 24 Hours of Daytona.

Those images of Brands Hatch, where Rodriguez battled back from a brush with officials to claw his way back from 12th position to reclaim the lead, are a fitting memory of the Mexican and the Porsche 917 as well.

Matt James

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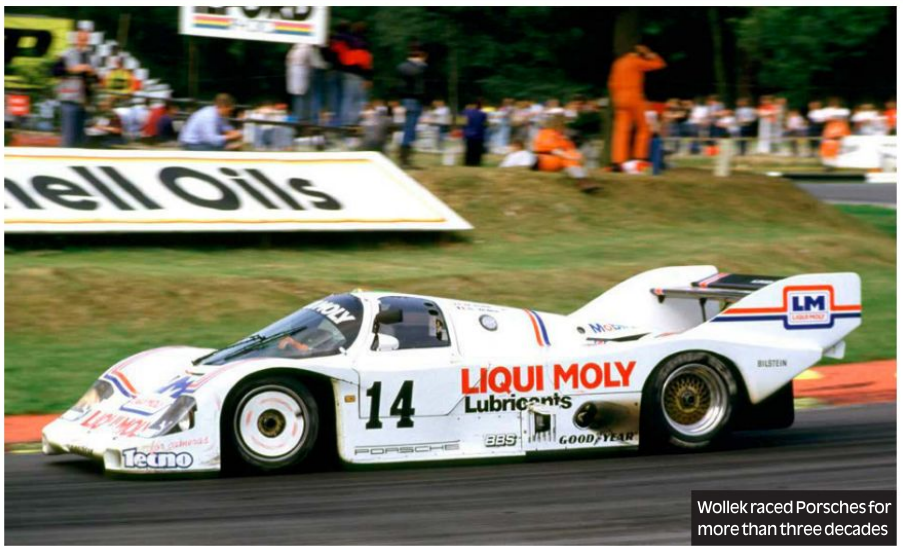
5 Bob Wollek



Wollek raced Porsches for more than three decades

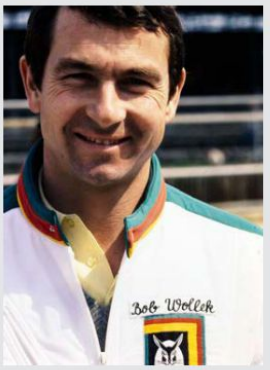
Nationality: French
Born: November 4, 1943
Notable Porsche success: Six podium finishes at Le Mans, Daytona 24 hours winner 1983, 1985, 1989, 1991,

From a production-based Porsche 911 at Le Mans, through the 935, 956 and 962 and on to the GT1 variant, Bob Wollek was a man for all eras when it came to the German manufacturer.

The Frenchman was a mainstay of the privateer Porsche teams, starting 32 races in 1986 alone, but also spent three stints as a factory driver in the 1970s, 1980s and even into the 1990s.

His home classic at Le Mans was the one that evaded him, however, in his 30 attempts at the twice-around-the-clock race. Four second-place finishes were his highlight, with the last of those coming in 1998 when the car he shared with Jorg Muller and Uwe Alzen was runner up to Laurent Aiello, Stephane Ortelli and Allan McNish in a famous 1-2 for the German assault.

Wollek was a divisive character among those who raced alongside him, and often came across as moody and insular, although some were impressed with his warmth. He was an enigma but the pace and skill of Brilliant Bob was never in question.



Matt James

4 Jacky Ickx

Porsche tempted Ickx back to Le Mans for 1981 race

Nationality: Belgian
Born: January 1, 1945
Notable Porsche success: Four Le Mans wins 1976, 1977, 1981, 1982, World Sportscar Championship 1982, 1983

Had Jacky Ickx stuck to his guns and retired from motorsport at the end of the 1980 season, he would not have been so far up in this list.

Ickx was already an acknowledged sportscar master and had taken four Le Mans victories – two with Porsche – before he decided to hang up his famous black helmet. But Porsche was intent on devising the ultimate car for the forthcoming Group C era in the early 1980s, and it needed an experienced driver with known development skills. It already had employed Derek Bell, but Ickx would be the final piece of the jigsaw that led to the domination of the 956 and subsequent 962 model.

Before Tom Kristensen came along and drove a coach and horses through the record books, Ickx was rightly crowned Mr Le Mans.

The Belgian managed to blend super-fast speed with a unruffled style which was perfect for preserving the life of the tyres and, more importantly in the Group C era, the fuel consumption that shackled all competitors. Eleven wins in the famous Rothmans colours helped Ickx to sign off his career with a brace of World Sportscar titles and a brace of third-place finishes in the points standings.

Matt James

'Before Kristensen, Ickx was Mr Le Mans'

Advertising enquiries: 01732 446757

3 Hans-Joachim Stuck

Nationality: German
Born: January 1, 1951
Notable Porsche success: Two victories at Le Mans, 1986, 1987, World Sportscar champion 1985, Sebring 12 Hours 1986

There was always a hush around the spectator banks when Hans Stuck slid his not inconsiderable frame into the cockpit of a Porsche 956 or Porsche 962. The lanky German was born to race his favourite car, and race it quickly.

He would later go on to say that the 962C was his perfect machine, with a blend of power and downforce unlike any other sportscar he had driven. And Stuck used it with aplomb.

Take, for example, his qualifying lap of Le Mans in 1985, when he was at the wheel of a factory Rothmans car shared with Derek Bell.

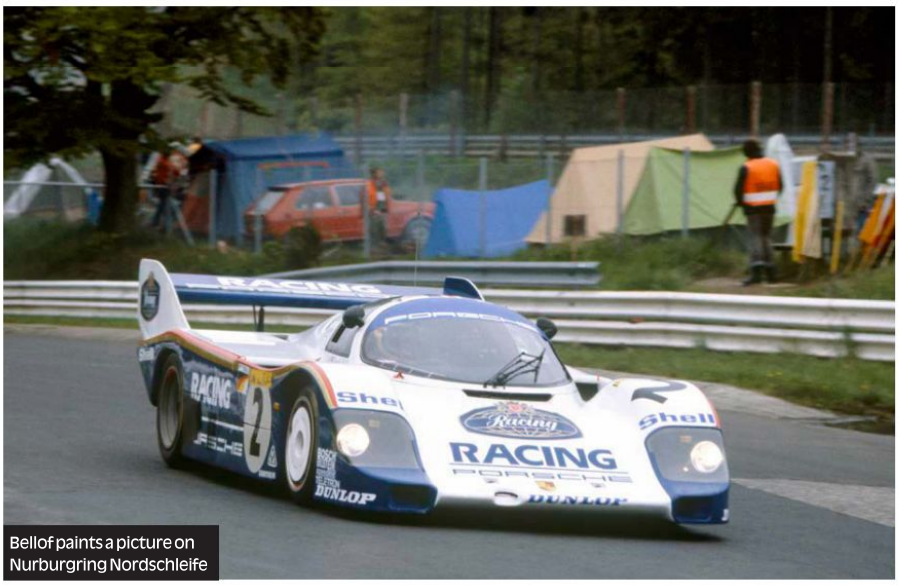
Stuck's time of 3m14.80s clocked an average speed of more than 156mph. Although chicanes did slow sportscar's progress in seasons since 1990, it was a benchmark that would last for 32 years.

Stuck remained embedded in the Porsche family through to the late 1990s, when he turned his allegiance to BMW – but it was those moments when he was sideways in a Group C Porsche what will live long in the memory for all those who saw him.

Matt James

Stuck was an absolute master of Gp C Porsches

2 Stefan Bellof



Bellof paints a picture on Nurburgring Nordschleife

Nationality: German
Born: November 20, 1957
Notable Porsche success: World Sportscar Championship, 1984

Stefan Bellof's star didn't shine for long, but it shone very brightly indeed. The German was climbing his way up the single-seater ladder and was making his break into Formula 1 but, like many young drivers at the time, he also found gainful employment in the sportscar arena.

After an outing with Kremer in a CK5 Porsche in 1982 partnering Rolf Stommelen, the wunderkind then joined the factory Porsche team to drive one of its Rothmans-backed machines in 1983. He spent most of his first season as a works driver partnered with Derek Bell, but swapped over to share with Jochen Mass at Le Mans, a race they failed to finish. His legend was cemented that season, however, with a lap record-busting lap at the Nurburgring Nordschleife, a benchmark that stood for 35 years.

The following year was Bellof's flourish. As part of the World Sportscar Rothmans Porsche crew again, he took five wins alongside Derek Bell and then added another when partnered with Hans-Joachim Stuck at Imola. Porsche had withdrawn from the Italian event as it was not part of the makes' contest, but Bellof needed to keep his personal points tally ticking over and joined the Brun squad. He achieved his aim and, with the help of co-drivers who also included John Watson and Derek Bell, he lofted the silverware.

After a collision with fellow Porsche driver Jacky Ickx at Spa in 1985, when Bellof was in a Brun Motorsport car and sharing with Thierry Boutsen, it was the end of his glittering career. That single World Sportscar title seemed a slim return for a driver so revered.

Matt James

1 Derek Bell

Bell, Porsche and Le Mans: a perfect combination

Nationality: British
Born: October 31, 1941
Notable Porsche success: Four wins at Le Mans, World Sportscar Championship titles 1985-1986

Derek Bell's grand prix racing career started as a factory Ferrari driver in 1968 at Monza alongside the regular drivers New Zealander Chris Amon and, appropriately, Belgian Jacky Ickx. Indeed, when Ickx was forced to miss the US GP at Watkins Glen at the end of the season due to a broken leg, Bell deputised for him in one of the Italian cars.

Bell's association with Ickx would be an enduring one and brought the pair their first win at Le Mans in 1975 – the first time they were partnered at La Sarthe – at the wheel of a Mirage, a car fielded by former Gulf Porsche 917 guru John Wyer.

The blend of Ickx and Bell's experience, development prowess and ability to look after machinery made them the perfect foils, particularly with the demands of Le Mans.

Bell's golden period in sportscar racing came at the wheel of Porsche 956. As the landscape changed with the introduction of Group C, Bell was in the right place at the right time. Following Porsche's pre-Group C preparation with a hastily convened 936/81, the German firm was about to blow the doors off the category with its new specially designed chassis.

But here is the paradox with Bell. Group C regulations restricted the amount of fuel that the cars were able to use over a prescribed race, and that meant that often the key to success in Group C was about driving consistently and to a predetermined lap time.

> ***'It was all too easy to overlook Derek Bell's speed'***

So, rather unfairly, Bell was often forced to race with a metaphorical arm behind his back. Scratch beneath the surface, and Bell often had to regain fuel miles lost by lead-footed co-drivers and also took on the development of the early PDK semi-auto transmission which team leader Ickx eschewed.

As well as adding three Le Mans wins in the 956 and the 962C, the Sussex-based Bell also took back-to-back World Sportscar titles, which also earned him an MBE from the palace. Proving his prowess, he won three out of four Daytona 24 Hours between 1986 and 1989.

His trophy cabinet proves that he is a man who was at the very top of his game at the forefront of sportscar racing for almost two decades, and he is a highly worthy winner of this poll.

Matt James

Advertising enquiries: 01732 446757

Porsche's victorious squad in service on the 1984 Dakar

PORSCHE FROM DAKAR TO NASCAR

Away from its legacy in Tarmac circuit racing, Porsche's roll of motorsport honour covers a smorgasbord of disciplines. Nick Garton investigates

Unlike almost any other marque in the history of motorsport, there is virtually no discipline in which Porsche cars have not gained success, from crossing the Sahara to the quarter mile.

For the works team at Zuffenhausen, hillclimbing was a staple from the moment of Germany's readmittance to international motorsport in 1950. Wolfgang von Trips claimed the marque's first European Hill Climb Championship in 1958 in an RSK spyder, the first of 20 sports and touring car titles claimed over the next 10 years.

Most of Porsche's hillclimb cars were mildly reworked road or race cars but, in the factory's final season of 1968, technical chief (and Porsche family scion), Ferdinand Piech designed his featherweight 909 Bergspyder.

Powered by the firm's two-litre, eight-cylinder motor, the 909 featured a small gauge alloy spaceframe with no steel anywhere in its construction. Its 15-litre fuel tank was made from titanium, weighing just over 600g, which helped to keep the 909's all-up weight to barely 400kg.

Championship winner Gerhard Mitter preferred to use the bigger 910 Bergspyder, but his team-mate Rolf Stommelen was able to take a couple of nervous podium places while seated in Piech's brilliantly bonkers 909.

Next came rallying. When Ford driver Vic Elford fell out cataclysmically with the Essex mob in 1966, he approached Porsche. With no budget and just one mechanic spared by the factory, Quick Vic and co-driver David Stone would finish third overall on the Tour de Corse, sparking a full factory effort on the 1967 European Rally Championship.

Elford and Stone led in Monte Carlo until getting caught in a snowstorm on the Turini, eventually finishing third behind Rauno Aaltonen's Mini Cooper. Nevertheless, they headed a seven-car Porsche train at the top of their class.

Despite this disappointment, Elford would go on to claim the 1967 ERC title, adding overall wins on the Lyon-Charbonnieres, Tulip, and Geneva rallies in a mighty debut season for Porsche. In 1968, the 911s were again rampant, with Elford taking victory on the Monte before Pauli Toivonen won four of the remaining six events.

The FIA launched its International Championship for Manufacturers, precursor to the World Rally Championship, in 1970. Bjorn Waldegard claimed all three of Porsche's wins (Monte, Sweden and Austria), beating Alpine to the title by two points.

Road racing marathons saw the Carrera Panamericana class win of 1954 bestow the brand name of a lifetime, with further outright wins on the Marathon de la Route in 1967-68, Tour de France in 1969, and a formation finish of orange 914/6s on the 1970 Marathon de la Route to close the era of adventure in style.

The ruinous cost of Piech's 917 programme and his subsequent departure from the family firm meant rallying was culled from the factory's schedule in 1971. Nevertheless, 911s would continue to be fielded, primarily by the French Porsche specialist Almeras and, later, the Rothmans-backed Prodrive squad.

Jean-Pierre Nicolas claimed Porsche's first World Rally Championship victory in 1978. His three-litre 911 SC, entered by Almeras, made use of a torquier road engine and unprecedented snowfall to outfox the works teams on Monte Carlo.

Later that year, the Porsche factory created hefty Africa-spec 911 SCs, resplendent in Martini colours, for a tilt at the Safari. Team leader Waldegard led much of the event but numerous dramas, including a low-flying vulture smashing the windscreen, caused him to fall back and finish fourth.

Two years later, Jean-Luc Therier took Porsche's final WRC victory on the Tour de Corse in another Almeras 911 SC. In 1981, Walter Rohrl debuted Porsche's new 924 Carrera GTS on the German national series, claiming four wins in 1981. Despite his front-engined success, Rohrl was one of many who celebrated the 911's stay of execution and would eventually become synonymous with the type.

Thanks to the 911's appeal as a status symbol on Wall Street and the Square Mile through the 1980s, new avenues were sought to sustain its motorsport credentials. This thrust led to the Porsche 953: a four-wheel-drive 911 built to tackle the Sahara.

Jacky Ickx headed Porsche's assault on the 7500-mile trek from Paris to Dakar in 1984, leading until his electrics faltered and handed victory to Rene Metge's sister car.

The 953 would be followed by Porsche's seminal Group B car, the 959, which made its victorious debut on the 1985 Rallye des Pharaons in Egypt, driven by Saeed Al-Hajri. Metge then drove to glory on the 1986 Dakar just a few weeks later.

In more recent times the Cup-spec 911 GT3 has provided the basis for Porsche's rally equipment. Sergio Vallejo and Miguel Fuster have dominated European asphalt events, while the FIA's R-GT Cup was claimed by Francois Delecour in 2015 and Romain Dumas in 2017.

Then there was rallycross. In 1967, Porsche had distinguished itself by winning the first-ever event in the discipline's history (see sidebar). By the 1980s, specialist engineers had created wild monsters among which the Porsche 911 BiTurbo 4WDs of Finnish aces Seppo Nittymaki and Matti Alamaki were stars of the show.

Fitted with twin-turbo IMSA engines and Audi's four-wheel-drive system from the Quattro (a more agricultural arrangement than Porsche's 953/959 drivetrain), these 750bhp monsters could reach 60mph as fast as a contemporary F1 cars. Nittymaki and Alamaki respectively claimed European titles in 1984 and '85.

On dirt of a different kind, NASCAR promoter Ed Otto decided to spice up the action at Langhorne Speedway in Pennsylvania by allowing foreign cars to take on the Hudsons, Chevrolets, Fords and Oldsmobiles in 1951.

Porsche 356s were a popular choice and would be campaigned with honours at Langhorne and other venues in the northeastern US until 1954. Meanwhile, successive generations of Americans have successfully campaigned Porsches in drag racing, from the earliest 356s to a Chevy-engined 944.

Ice racing is another discipline close to the heart of Porsche. The farm to which the family fled in the wake of World War Two sits near the Austrian resort town of Zell am See, where each winter from 1937 to 1974 the annual Ice GP was held. Porsches abounded on the entry list, with the greatest success falling to Otto Mathe, whose single-seat 'Fetzenflieger' was powered by the same Furhmann engine as Porsche's 550 sportscars.

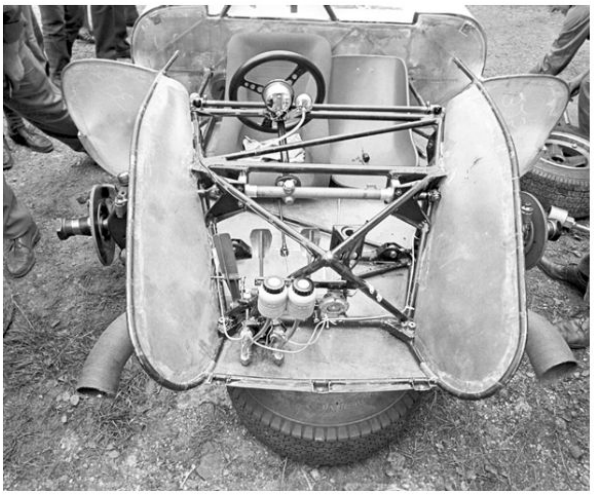
Porsche's incredible arsenal of achievement is rounded off with speed records. Some of these are all-time circuit records, such as Mark Donohue's 221mph lap of Talladega in the twin-

The FIA's eagerness to see GT rally cars has brought more success

'The times change, but Porsche's record of achievement rolls onward'

Photos: Virtual Motorpix/Glen Smale, mcklein-imagedatabase.com, Porsche

Porsche's '50s racers starred in marathons, rallies, hillclimbs, NASCAR, drag racing and, here, on ice



Very little lay beneath the skin of Porsche's 909 hillclimb special

Rohrl's 924 broke with tradition

Matti Alamaki leads Martin Schanche in '80s rallycross

1978: Nicolas scores Porsche's first WRC win

turbo 917/30 or Stefan Bellof's sainted Nurburgring lap in the 956 but others are of the straight-line variety.

Bonneville's salt flats have played host to innumerable Porsches over the years. Currently the two-litre 'production' record is held by a Porsche 924 at 145.632mph, while in 2011 a 928 clocked 216mph.

More recently, British businessman Zef Eisenberg set a host of records in his road legal, 1200bhp Porsche 911, including the fastest-ever wheel-driven speed on sand, 210.332mph, at Pendine in 2019. In 2020 he moved to Elvington's sealed surface in search of 240mph from the car but tragically died in the attempt.

A most extraordinary record attempt came in 1978, when cycle racer Jean-Claude Rude attempted to reach 150mph using pedal power alone – assisted by Henri Pescarolo in a modified Martini Porsche 935.

Assisted? Why, yes: the car was fitted with a trapezoidal windbreak in place of the rear wing and a roller against which Rude's front wheel would rest as he pedalled away. The record at that time was 138mph set at Bonneville using a 1955 Chevrolet racer as the windbreak. Rude and Pescarolo ran at VW's Ehra-Lessien test track but failed when the bike's rear tyre blew at more than 100mph, fortunately without injury.

As Porsche becomes preoccupied with tailpipe emissions, its most recent off-track achievement reflects where motorsport is going in many ways. Leh Keen achieved 102.6mph indoors at the New Orleans Convention Centre earlier this year in a tweaked Taycan Turbo S, claiming an official Guinness World Record as a result.

The times change, but Porsche's record of achievement rolls onward. ■

In 1986 the high-tech 959 brought Porsche's second Dakar win

Cycling record is among the few that Porsche has failed to conquer

An original Elford legend

When Vic Elford got wind of the made-for-TV rallycross event at Lydden Hill in February 1967, he sought out a 911 to join in the fun. None could be spared by the factory, but UK importer AFN was happy to hand over its demonstrator, GVB 911D, innocent of what was about to occur.

Rob Russell, who is the car's proud owner today, says: "Vic had a bit of an argy-bargy with his former team-mates at Ford, who were determined to beat him.

"After he won, Vic was offered a trailer to take the bits home but he said 'don't worry, I've got a pair of goggles' and proceeded to drive back up the A2 to his house, where his wife informed him that John Aldington, who owned AFN, had been on the phone all afternoon after watching his car get smashed to pieces!"

Enough new orders flooded in after Elford's victory to mollify Aldington, while the battered 911 was dispatched to Zuffenhausen for a refit.

Returning with a Porsche Carrera 6 engine turning out 220 hp, AFN entered Elford in the British Saloon Car Championship (after convincing the MSA that it was a saloon), where he proceeded to dominate the two-litre class. When Elford stepped up to Porsche's endurance programme, Nick Faure bought the car.

The well-known racer was also a cartoonist for the national newspapers, and in order to meet a midnight deadline he would often use GVB 911D to tear up to Fleet Street from his Surrey base. In the days of driving your BSCC car to the track, Faure also reported that driving home was often more competitive than the race itself.

Elford's 911 remains a star car

After a brief spell under Swiss ownership, a fire damaged GVB 911D was parked in a south London lock-up until the late seventies. Unearthed by enthusiast Roger Connell, he restored the car, minus its exotic powerplant, over several years before selling it to Peter Russell in 1982: a founder of the classic rally movement.

Russell would claim multiple class wins until the mid-1990s with son Rob co-driving. After Peter sadly died in 2000, his family held on to his beloved and multi-talented 911.

"The car was on the back burner while I tried to get as far as I could in modern rallying," Rob Russell says. "In 2010, I decided to bring it back out with the aim of getting to Goodwood, so I took part in a few events to get the car noticed. At the 73rd Members' Meeting, I got to run it in the John Aldington Trophy (for pre-'67 911s), which was the last race that it's done."

From rallycross to racing to rally and back, what car could better embody Porsche's place as motorsport's great all-rounder?

Advertising enquiries: 01732 446757

PORSCHE SPECIAL

DEREK BELL: PORSCHE'S FIVE-STAR LE MANS WINNER

No driver was as integral as Bell to Porsche's legendary Group C dominance, and he tells Graham Keilloh about this and a few other things besides

Bell won Daytona, Le Mans and World titles

Who better to talk to for Motorsport News's Porsche special supplement than the man we have concluded is the greatest Porsche racing driver ever? Start at the top, as they say.

This is just what we've done with Derek Bell. Porsche's 1980s Group C exploits are legendary; the 956 and 962 machines are revered. And no driver can match Bell's ubiquity with it all. He was a fixture, with his blend of consistency and fuel economy, plus vastly underrated pace, making the works Rothmans Porsche a near-unbeatable foe.

Bell's achievements read more like boy's own story than sane motorsport history. With the marque he helped himself to four out of his five Le Mans wins, and along the way he also bagged back-to-back World Sportscar Championship titles as well as Stateside success with three Daytona 24-hour triumphs.

He gave time in his still highly in-demand schedule to answer your questions. And, as we were also well aware in advance, Bell's skills as a raconteur match his as a driver.

MN sets the scene: Bell's second Le Mans win, and first with Porsche, was in 1981 when the marque wheeled its 1976-created 936 out of its museum and bolted on its new engine developed for Indycar that became the basis of the 956/962 powerplant.

Question: How exciting was it to be in on the ground floor of Group C? How much development work did you personally put into the 956? Did you know it would go on to be an iconic sportscar?
Alex Smith
Via email

Derek Bell: "I had raced with Porsche back in 1971 in the 917. I'd won a couple of races, and then that class of racing stopped and we had that strange era during the seventies with the Mirage and 935s and that sort of thing, which was great but it was a bit bitty bitty, you never knew whether you were going to get a drive or not. So when I had the option to drive the [Porsche] 936, the Jules car in 1981 [at Le Mans], it was incredible to get that chance.

"I knew nothing about Group C really. I read the magazines but I wouldn't say there was much in it about the future and you read all this stuff from the FIA and all these different bodies and honestly as a race driver all you want to do is drive bloody cars.

"And then suddenly at the end of the year that we won with the Jules car I remember at a Porsche event, Professor [Helmuth] Bott, the head of Weissach, the head of racing, he said 'we'd like you to be involved with us in the Group C programme next year'. And I'm going 'well what's that?' So he explained it and of course who's going to say no I'm not interested? But I actually had nothing to do with [development] in those early stages, because Porsche are very quiet about that sort of thing and they'd done a lot at Weissach.

"And of course the engine that we used [at Le Mans '81] was the engine they put in the Jules car for us. Peter [Falk] who was the head of Porsche, he said 'what are we doing with that engine?' They said 'that's the Indycar engine', he said 'well let's put that in the 936'.

"So the engine they actually developed for Indycar [is] sitting virtually in a museum because they didn't really go Indycar big time: that became the engine for the 956 and 962.

"So it was all just a progression behind the scenes. I went down to Paul Ricard with Jochen [Mass] and Jacky Ickx and we tested this car [the 956] that rolled out the truck and it never missed a beat. It had done a lot of laps at Weissach because Porsche are like that. We developed it with various things like Motronic fuel injection and PDK and all that over the years, but in that first [stage] it was 'my goodness what an amazing car'.

"And really there wasn't that much that we got involved with because they had [Roland] Kussmaul at the factory who would drive a lot and I guess Jacky went to Weissach as well to do some stuff and Jochen because they lived in Germany. I didn't do much at Weissach, but nonetheless I was always part of their test programmes when they went to Ricard and I did lots of tyre testing with them and bits, and we all did it. But it was an intriguing programme and of course one typically Porsche that there weren't any hiccups."

MN: So did you at the time have any inkling about how iconic the 956 would become?

DB: "No, not at all because we didn't know what competition there was. We had those Lancias who ran to different rules, and we knew they were going to be damn quick, and so we had no super confidence.

"I knew as always that Porsche would provide us with a reliable car and it

Photos: Motorsport Images

Bell had no idea 956 would become icon

would go on for 24 hours which of course it did but we had problems on the way like our first race at Silverstone for example so they learned very quickly. But you can't say enough about how Porsche did the development of that car so quietly and so beautifully and then built the cars to sell them.

"And they did so much. If it hadn't been for Porsche there would never have been Group C, because they set the marker and they sold the cars. And I've said if only Audi had sold cars at the end of the most recent era we would probably still have LMP today. Because when privateers can't buy the cars it's the death knell of the formula, because you have two cars out there running around and there's no opposition.

"Having the 962s and the 956s you had like 20 Porsches on the grid, when people might say God how boring but they're all different sponsors, so they called it the Marlboro car, they called it the Lowenbrau car in America and they called it the Rothmans car.

"But no, I didn't really know how good the car was going to be. Remember, they'd never built cars like that before; they'd built several 917s but there was nothing like this mass production of racing cars and unfortunately there hasn't been ever since really."

"956 off the truck didn't miss a beat"

Derek Bell

Question: How easy did the 936/81 make winning at Le Mans? It dominated! You said at the time it had the handling of the Renault, which didn't have the grunt, and it had the grunt of the 935, which didn't have the handling…

Jason Inglis
Via email

DB: "I don't remember saying that but I must have said it, it was about right. When I drove for Renault it was the most amazing team, they were young, enthusiastic, they had never been there before, they were on a mission, and I was the only non-Frenchman in the whole team, that's the whole bloody Renault Alpine group and nobody but me as a foreigner so it was a great honour.

"But it was nonetheless a fabulous car and a fabulous team, then you get in the 936, the car was bloody magnificent. I got in that car at Le Mans for the very first time and it was [in] five laps I had a faster time than I'd ever done in my life at Le Mans. It was so easy to drive, and that was the whole essence of building race cars is to make them easy and people often don't think of that.

"It was almost like getting in a bath and just sitting there and turning on the taps and steering it and off it went. And we never had a problem with it, they never lifted up the body panels to check anything because they could do it all externally."

Question: During your 'purple patch' of winning both World championship and IMSA races with Porsche through the 1980s, you were driving two very different styles of fuel saving vs flat-out sprints. Which was the more satisfying and why?

Alexander Cameron
Via email

DB: "I hated the fuel economy thing. We're racing drivers and all we want to do is race, all we want to do is drive flat out and I used to get so worked up about the fact that we were doing a bloody mobile economy run and had to be so cautious about the fuel burning all the time.

"I know all about the environment and all that and I guess we've become a lot more aware of it in the last few years but in those early years all you want to do is win and you had the machinery to win but you couldn't necessarily win because you couldn't drive it flat out. I just detested this.

"We had 100 litres for whatever it was, 45 or 50 minutes, and we would have to decide whether we do 11 laps, 12 laps or 13 laps on a tankful, and 11 laps meant you were going like stink and if you did it in 13 laps you were going really much slower. And of course we had to adapt.

"Now that is quite a difficult thing to do but we learned to be very good at it, and Jacky and I became very very good at it for some reason. And I remember when in that one [Le Mans] race where Jacky got punted off on the first lap, it was '83, and we made an entire lap up by 0600hrs on the field which is eight miles without using any more fuel than anybody else.

"You come out of the corners shifting gears sooner, you'd be barrelling down the straight [hoping to] get a slipstream off a 911 or a Mazda or something, when you got to the corner instead of braking let's say 200 metres [before], you actually went far far deeper because you weren't pulling the same speed.

"And literally you hit the brakes so hard and then suddenly had to become frantically busy and drive it through a corner absolutely on the limit because then it didn't matter, then you're going to cruise down the straight again. It drove you absolutely insane.

"And you had the other factor that you had to have a point on the straight that you could actually check your fuel flow, there

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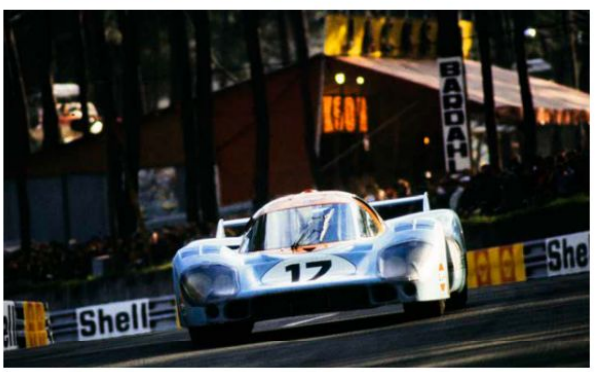


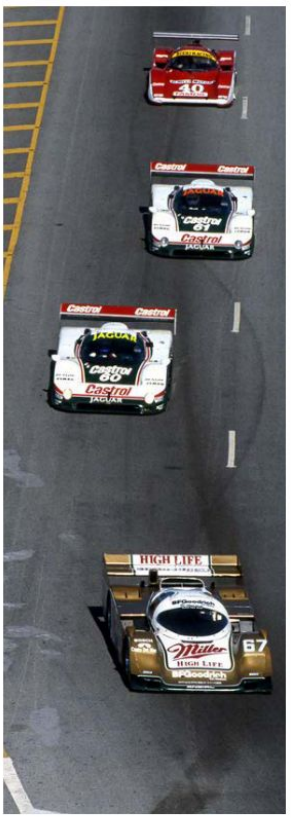
An early taste of Porsche: Bell raced the 917 in 1971 with John Wyer

Bell pipped Stuck (l) to the 1986 World title, via an unlikely reason

Advertising enquiries: 01732 446757

PORSCHE SPECIAL

The start of something: Bell and Ickx in Le Mans '81



Bell also got three Daytona wins

was something like a tower [as a marker], and as we got to that spot we would check it and we had a readout the size of a 20p piece on the right-hand side of the dashboard and it would tell you how many litres you had used to that point. Then you would have to look back in the middle of the steering wheel, we had a card the size of a matchbox, and across there we had 11, 12 and 13 across the top which is 11 laps, 12 or 13, then down each column and you'd say 'OK I'm going to do 12 laps on a tankful, how many litres does it have to be when I get to this damn post on the Mulsanne Straight?' And you were doing that in the rain or in the dark, no wonder my eyes are bad now.

"Everybody looks and says 'oh it was easy times', bloody easy it wasn't! We had to be human computers. It was up to us not up to the team. Not that I want somebody patting me on the back, but nobody has given us recognition for that's the way we all had to drive. But Ickx and I became better than the others judging by our victories."

MN: Was there an element of frustration that there perhaps wasn't the same plaudits for your out-and-out speed and things like that?

DB: "That's right, it was a difficult way to race. I did make some really rather verbal comments about it and I got a bit of chewing up from somebody at the FIA about it or ACO. For example Jacky and I went to Silverstone for the first race with the 956, he and I qualified in 1m15s, on the grand prix track, and then suddenly Peter Falk came up, this is before our first race, during the weekend, he said 'I'm sorry boys we've miscalculated'. So we're doing 1m21s in the race to get enough fuel to get to the end.

"So we were pretty bloody depressed, we were just groaning around in fifth gear, just slowing down for the chicane at Woodcote. What a way to go racing. And I thought it's not fair on the public because they see us leap around in qualifying and then suddenly be droning around like a load of old men."

MN sets the scene: In the final moments of 1983's Le Mans, Bell's leading sister car of Hurley Haywood, Al Holbert and Vern Schuppan was breaking down and only just made the finish line to win seconds ahead of a rapidly closely Bell.

Question: Talk to us about the final moments of Le Mans 1983: and you were flying at the end trying to catch up. Did you think that was one that got away?"

Jonathan Astbury
Via email

DB: "Ickx and I were going for a hat-trick [of Le Mans wins], and he got punted off in the first lap [and] comes round last because he couldn't get back in the pack with the 55 cars coming round the Mulsanne Corner. [He] comes in the pits to check the undertray because when you're driving at Le Mans you're always wary of aerodynamic failures and we were still doing 230mph.

"We had to make up really a whole lap and as I said we made the lap up by 0615hrs, I remember taking the lead off Vern Schuppan going down the Mulsanne Straight. I couldn't believe we made a lap up.

"And as I did so I turned into the corner right at the end [of the Mulsanne], went down to second gear to accelerate out and the engine stopped, and I pulled over beside the signalling area there. [The Porsche signalling area] could only take messages, they couldn't help us in any way. So I was talking back to the pits but I knew what to do because we've had a drivers' briefing and they told us if the engine stops these are the various things that might be able to help you get back to the pits.

"I suddenly became a good mechanic that day. The tail was quite long and you had to go round the back and basically pull the whole body back off the back of the car and you left the front of the body resting on the rear tyres.

"I changed the sensor on the flywheel because there was a spare one, the only time that I ever listened to what mechanicy things I should do if anything went wrong, and we had to change the coil which was a spare one there, and I had to alter something on the electrical box and that was it.

"And I put my hand inside the cockpit of the car, turned the key and it started up, so I left it running because that wonderful car used to just tick over like anything. Then I got round the back and I go 'oh my God, I've got to put the body on', and the body is very heavy, you usually had three or four people putting it on. So I picked up the tail and I literally ran forward with it, to get it clank clank bang bang bang bang, it dropped into position, I couldn't believe it. Put the pins in, jumped in the car, drove back without seatbelts on and stuff.

"Jacky took over but we'd lost another lap, and we were coming back very well and conserving fuel can you believe, and then we had a crack on one of the pipes from the oil cooler, so they had to change that.

"All these things took so much time and it came to the last part of the race and the leading car was overheating, our car was running fine. And I'd had enough, I was totally drained. Generally, Jacky would start the race and I would finish. I handed over to Jacky with something like two hours to go, and I thought 'oh sod it he'll do an hour and then he can stay to the end, I've had enough'. So I went to the motorhome and thought 'they won't find me and Jacky will have to do a double', which was very un-British of me but I was jiggered.

"And lo and behold the next thing is I get a knock on the side of the door and it's saying 'Herr Bell, Mr Ickx is in in 10 minutes'. So I went round to the pits and we were catching but not very well the lead car, and [Porsche designer] Norbert Singer says to me 'when you come in we're going to have to change the [brake] discs, it'll take us two or three minutes, they've got cracks in them.

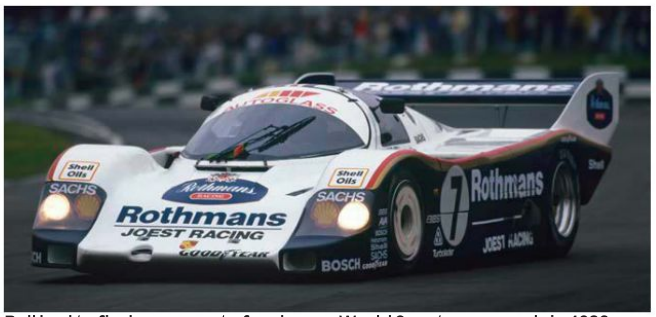
"And I said 'we're never going to win if we lose three minutes, what are the options?' He said 'well the [other] option is you have to drive

A young Bell in F3 at Snetterton

"In the hotel I was told I was World champion"
Derek Bell

Bell adored the 936/81 in which he won '81 Le Mans

Bell much preferred the flat-out style in IMSA



Bell had to find sponsors to fund some World Sportscar rounds in 1986

slower'. And I went 'I'll drive slower'.

"So I leapt in the car and the mechanics are saying 'change the discs', and they said 'no no no, we're going to drive it slower', and obviously Jacky thought that was a load of crap, he knew I was going to drive as fast as I could.

"For a couple laps I hardly used the brakes, they were vibrating and shuddering, and then next lap I came round and they said I was something like 140s behind. I started drive the hell out of the gearbox and tried to use it [for] slowing down and I got fastest lap of the race twice in the last hour, it was unbelievable. And we came through onto the last lap and as I went over the line I was 26s behind. In the books it said we lost by I think more than that because I had to slow down to go across the line but as I came to the chicane my dear old dad who always had his lapboard out said I was 26s behind.

"We lost, we came second, but it was great nonetheless. People talk about what a great drive when you won in whatever [year]. Mine and I think our best drive ever was that drive when we drove with everything against us and still nearly damn well won it."

MN: It sounds like rather than as one that got away you look back on it with satisfaction?

DB: "That's right. We were never due to win it from the flag drop at the beginning of the race, everything befell us and it was the most resilient race, toughest race we've ever had. Now if you said to me which is your best victory at Le Mans I could never tell you, there were always good, they had to be good to win. You couldn't afford to have any problems."

MN sets the scene: Bell won the World Sportscar Championship in 1986, but in the Fuji finale this looked in jeopardy as his Porsche hit problems and Derek Warwick's Jaguar sat in second place, good enough to take the title.

Question: Your World championship title with Porsche in 1986 was an incredibly close-run thing, how much pressure did you feel going into the final race of the year and through the drama that unfolded?"

Russell Scobbie
Via email

DB: "We had been using the PDK, the double-clutch transmission, which of course every car uses these days, and we found that it wouldn't last for 1000km but it would last 500, so whenever we did a 1000km race Stucky [Hans Stuck, driving partner] and I both said 'please please please don't make us run the PDK'. We got to that race and Porsche told us we were using the PDK plus they decided we're going to do the ABS on the car. I had never been involved with any testing of the ABS, I don't think Hans had either, and I said 'God it's bad enough having PDK on it without having ABS'.

"Again it gets back to the fact that we are race drivers. Stucky never said quite as much as I did, I think it was because he was German and didn't want to upset the factory, and when something really gets me I've got to say what I think. And I remember saying to Peter Falk, 'Peter for God's sake, on the back of that truck there is a regular five or six-speed gearbox, with that gearbox we can win Stuck and I the World championship, we can also win the constructors' championship'.

"So he spoke to Professor Bott [in Germany] and he came back and said 'he says every race we do we have to be able to walk into the board meeting on a Monday morning and say we developed 'this' last weekend, because that's where our funding comes from'.

"'But', he said, 'Professor Bott did say you've got to choose, you've got to have

continued on page 29

Bell didn't win the 1983 edition of Le Mans, but he reckons that for him and Ickx it was their best drive

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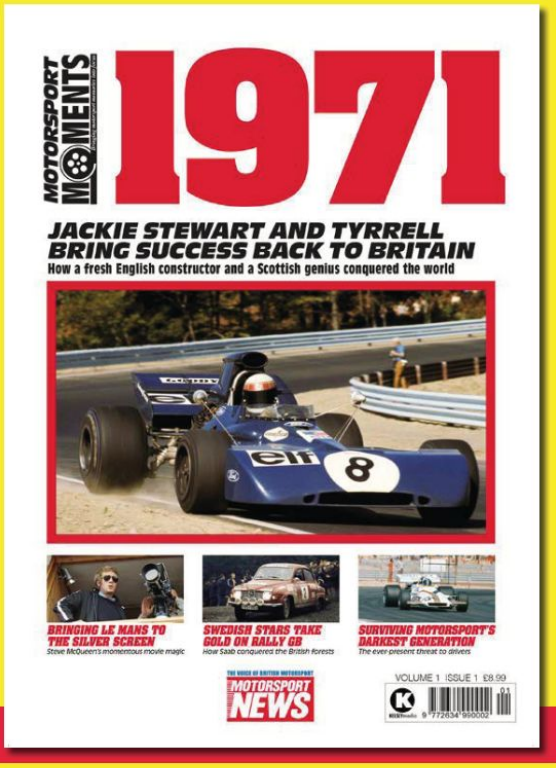
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PORSCHE SPECIAL

Bell took the final of his five Le Mans wins in 1987

Bell made his F1 World championship debut with Ferrari at Monza

Bell scored his sole F1 World championship point in '70 US GP

either ABS or PDK'. And I thought well I've never driven ABS, we'll have to run the PDK and hope it lasts. So that was how we started the race, really knowing that we were the underdogs.

"I come in to the pitstop halfway through the race, I hand over to [Stuck] and walked to the back of the pit to get out of the way, and I'm talking to a bloke called Brian Kreisky who used to work for European TV. Brian always managed to get rather exclusive interviews and piss people off, so he's talking to me at this magical time, and Brian's saying what happened there then Derek? And I said 'oh this, that and the other and we're running OK' and at that second Stucky gets in the car and, although it was PDK you had to put it into first, engage forward, and release the clutch slowly, but it would always come in with a bang.

"And so he did this and there was the big bang and the car moved forward a foot, that's the driveshaft broke and then all hell broke loose, so Kreisky says 'what happened there?' And I went 'I bloody knew it', I was so upset, I said 'we're professional drivers and we have come here to be racing drivers and we have to do development, and I told them at the factory I'll test all you want, I'll go round Weissach until I'm blue in the face or Paul Ricard but don't make me do it in a race when we can win a World championship'. I remember those very words coming out of my mouth. Of course Kreisky picks it up on his [microphone].

"They found the slight [timing] discrepancy with the Jaguar and they penalised it so we got the [title]. And at 2100hrs at night I came downstairs from my room at the hotel, Norbert Singer had just walked in and looked up at me and said 'congratulations Herr Bell', and I said 'what the hell for?' He said 'they found an infringement on the Jaguar and you're World champion'."

MN: That year as well the result at the Norisring turned out to be vital, the fact you finished ahead of Hans Stuck in that race?

DB: "I won [the championship] not Stucky and I always felt it was really bad, I think as a pair you should be World champion and usually you drive with a very good driver like Jacky or with Hans Stuck or Al Holbert, that's what sportscar racing [is about].

"Halfway through the year Porsche said we don't want to compete in two or three races, you and Stucky are on your own. We'll let you have the car, we'll let you have the mechanics, we haven't got the finance to run the car. And Brands Hatch we did it and we have Autoglass [sponsors] on the car and Shell, so Stucky and I did the three World championship races without Porsche support. I don't know the ins and outs of that, there's nobody around today that could probably tell you the real truths.

"So that year they decided to make Norisring an Interserie race with two 100-mile races, but they only had one driver in the car and Stucky being German and being the star he was he had the most wonderful bloody car with all the bells and whistles and lightweight and everything, fuel economy and all that s**t, and they only had one car and that was for Stucky so I realised that he was going to win the race and there was no point in me going. I thought the writing was on the wall.

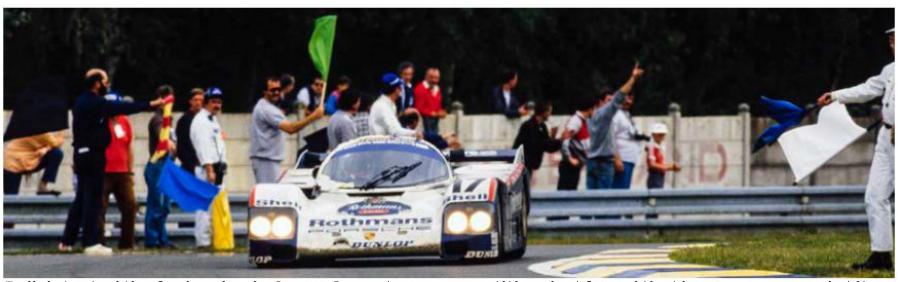
"And dear old John Fitzpatrick phones me up and he says 'would you like to drive my 956, because,' he said, 'I think you could pick up a few points in the World championship which would be helpful?' And it was very kind of him. Now I don't know whether he got start money, I don't give a s**t whether he did or he didn't to put me in the car but it was still a wonderful gesture and one I always respect.

"I qualified like 12th, something awful, because most cars were built specially for 100 miles whereas mine was a 700-mile car. But it was the fact that I had a chance, if it rained like hell I might have won, who knows? So I went along to it very subdued knowing that the title was on the line that day, because Stucky and I were going to have equal points all year.

"The first heat he [Stuck] wins and I finish like 10th or something, and it's a boring s**t track. Then the second race starts and after about three laps I notice a big crowd in the pits, and then the next lap I go 'that's Stuck's pit', the next lap go by and it's still Stuck's pit, and he's in there for like five laps and I'm going 'Christ this is fantastic'.

"And I thought 'well that's it, I'm never going to win it but I'm not going to get championship points or anything like that'. Stuck had an electrical problem but carried on and finished 15th and I finished 11th, there was no points, it was position.

"And then right at the end when it comes to the final race at Fuji and as I say I walk down the stairs that night having had our problem and Norbert Singer says 'oh and by the way congratulations, you're World champion' and I said 'well how can that be?' He said 'you actually finished ahead of [Stuck] at Norisring'. And that's how I won the title, it was on coming 11th instead of 15th. I just went well that's what they say, sometimes when s**t happens, s**t happens."


Bell detested the fuel saving in Group C sportscar competition, but found that he was very good at it

Question: Racing Formula 2 for Ferrari – was there a chance for F1?"
Jimmy Draper
Via email

DB: "Well I did drive Formula 1. I was in my fourth season [in 1968] and I was at Ferrari, it was pretty remarkable. I didn't believe it at the time anyway, I thought I shouldn't be here. So the first race I did for them was at Lotteria at Monza and I was on pole position. And I got pole again in Zandvoort and there a guy called Chris Lambert got killed in a clash with [Clay] Regazzoni, and I think I did finish but I had something wrong with the transmission.

"And then Enzo stuck me in the Gold Cup at Oulton Park, that was my first Formula 1 race, and I was in the works Ferrari, where I again had a problem there with the gearbox the way I had done with the Formula 2 car and apparently they said I was too fast with the way I change gear.

"He [Enzo Ferrari] then put me in the Italian Grand Prix and I was on the third row of the grid next to [Jackie] Stewart and [Denny] Hulme. These days if in your first race you're on the third row you get a bit of recognition, and I don't think anybody even knew I was even on the grid, apart from a couple of journalists.

"I remember being so disappointed that I was a fraction of a second slower than Jackie Stewart, which was such a load of bollocks, but at the time you're very self-critical. I wish I'd accepted that was not bad for the first time out.

"And then in the race I was running in that position, sixth or seventh place, when suddenly the engine expired, and I only later on I learned that, because there were three [Ferrari] cars, I was there to make up the grid, and they were trying new materials for future engines.

"From there I went and did the Tasman Series in the little Dino. Then we came back to Europe, and we went to Thruxton and it was a disaster for both Ferraris, me and Regazzoni, and basically, and then I did the Daily Express Trophy at Silverstone and I finished ninth in the works Ferrari, Chris Amon came behind me in the rain and that was it."

MN: Were there opportunities to do more than you did?

DB: "No, not at all. The car I raced was the V12, the one with the spaghetti exhausts, the most beautiful-looking car, but it just wasn't quick enough. And so the new car coming out the next year was a flat-12 which is the beginning of the new era, and Jacky Ickx had come back to Ferrari for that year very wisely because he's a very shrewd customer and a brilliant driver, and I depart but I'd already departed anyway.

"I drove the McLaren four-wheel drive at Silverstone in the grand prix in '69, but then went back to the Tasman Series albeit with a Brabham. I was sad, I'd love to [have stayed] with Ferrari. The strangest thing is and the thing that sums it up best was the very first professional drive of my life was in a Ferrari Dino, my very first professional race was in the Ferrari Dino at Monza, my first professional race in Formula 1 was with Ferrari at the Gold Cup and then the grand prix at Monza, and my very first Le Mans was in a works Ferrari, 1970, driving with Ronnie Peterson in the factory team.

"So Ferrari did a lot for me in so many ways, they picked me up long before anybody else did, although John Wyer did want me and Colin Chapman wanted me, and Cooper wanted me. Various people said that it was my biggest mistake going to Ferrari who'd ruin your career but for me the fact that I can reflect and say that I raced for Enzo and enjoyed it, it was the most memorable [part of my career]. One always aspires to be a Formula 1 driver, that's the point.

"So all round I was very fortunate. Were there any more chances in Formula 1? Probably not, I did drive for John Surtees but the car was not very good although I did finish sixth in the [1970] United States Grand Prix. But of course there weren't seats available for me to move on in Formula 1 and I went sideways into John Wyer's 917 Porsche team and that set up my new career. And I stayed alive, I think if I had stayed in Formula 1 I probably would not have survived because people didn't, it was too bloody dangerous."

Question: Was it annoying following a silver Fiat with L plates all the way home from Shelsley Walsh when you went up in a blue Bentley? Sorry that was me."
Harry Adams
Via Twitter

DB: "Oh that's funny. I can't remember! Best thing is to say I'm always followed by somebody." ■

"You had to be like a human computer"
Derek Bell

Plotting victory: Bell in his office

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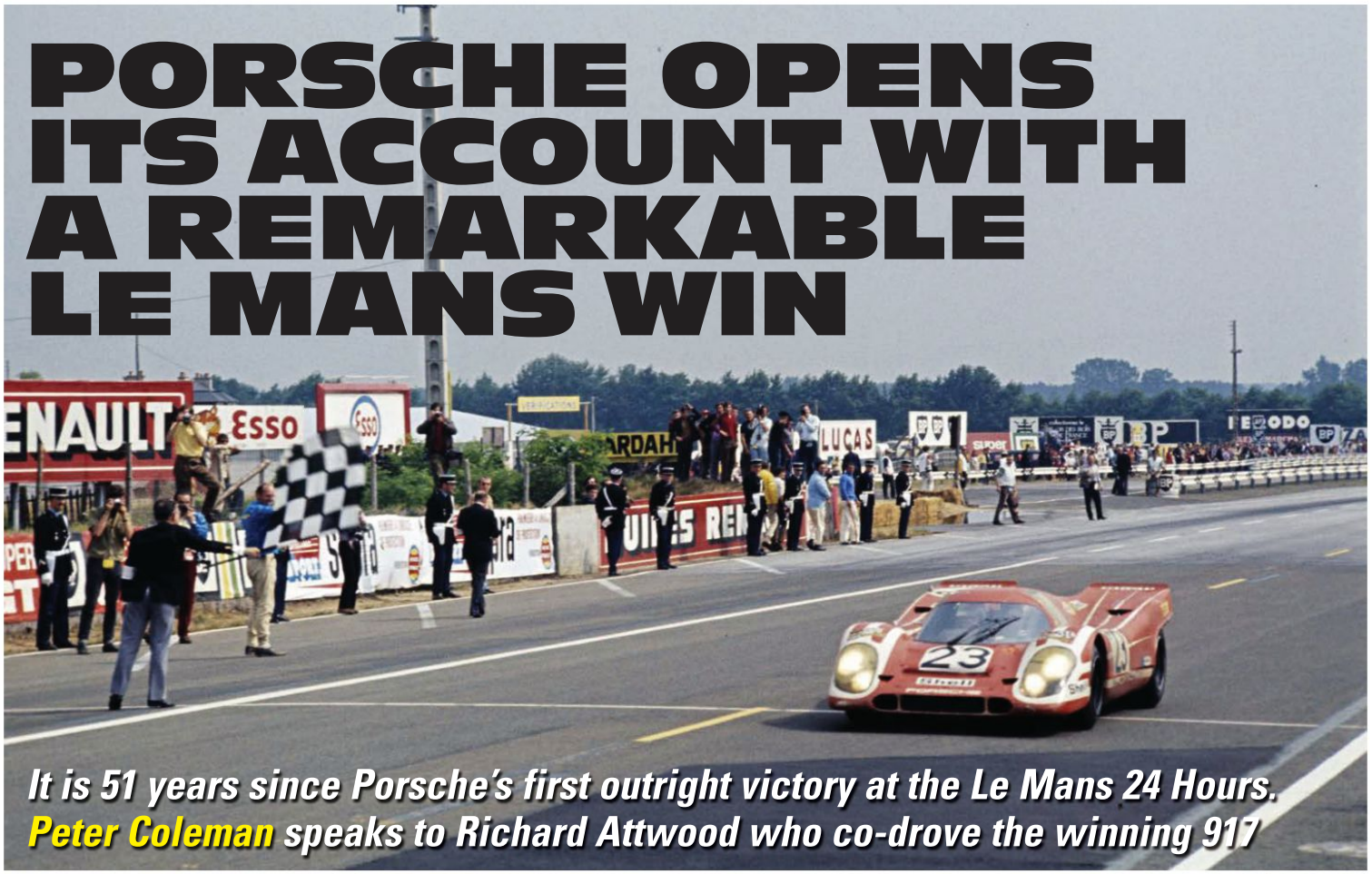

It is 51 years since Porsche's first outright victory at the Le Mans 24 Hours. Peter Coleman speaks to Richard Attwood who co-drove the winning 917

The end of the marathon and the start of an era: winners celebrate

It is Saturday, June 13, 1970. Porsche Salzburg driver Richard Attwood stands in the Le Mans pits, watching #23 Porsche 917K with his team-mate Hans Herrmann onboard.

Richard is despondent, feeling ill and holding little hope for the race apart from maybe a finish in the top six. "I told my wife, we've absolutely no chance of winning this race," he recalls. The weather forecast is dire for the next 24 hours.

At Le Mans, 1970 is a year of modernisation, and while the cars are lined up in echelon much like before, there will be no sprint to the cars from the far side of the track. Drivers are already buckled into their harnesses and will start when the French flag falls.

Motor Sport's Denis Jenkinson is incensed: "Compared to the traditional Le Mans start, which builds up to a climax as the start signal is given, the 1970 start was the dullest thing imaginable. (But safe and clinical, hurrah!)"

Jenks's attitude to risk is that of a less sentimental age, but it was an incident in '69 with a British driver in a Porsche 917 which prompted the change. John Woolfe was a 37-year-old gentleman driver who bought a 917 from Porsche for £16,000 and took it to Le Mans as a privateer. He rejected the suggestion that Porsche factory driver Herbert Linge should start the race, wanting that honour for himself and his watching family.

Woolfe made an aggressive getaway, gaining places, but he sacrificed safety for speed, having neglected to fasten his belts. At Maison Blanche on the opening lap, Woolfe lost control of his 917 and hit the barrier. Ejected from the car in the impact, he died in the helicopter on the way to hospital.

As well as a revised starting procedure, the Automobile Club de l'Ouest has made further safety provisions for this year's race, widening and resurfacing the Esses and Tertre Rouge, and installing 12 extra kilometres of Armco around the track. In qualifying, some suspect that loose nuts and bolts from the Armco are causing an increased number of punctures. In a contrast of fortunes for two of the British Porsche drivers, while Vic Elford breaks the 200-second barrier and qualifies his long-tail 917L at an average speed of just over 150mph, the short-tail 917K of Attwood lies back in 15th place having suffered braking problems.

June 13, 1970, 1530hrs

Porsche has already won the World championship title, but it's never won here at Le Mans. Does Porsche even need the victory? We're here with race director Rico Steinemann … "Porsche accepts the challenge of racing against the strongest competition because winning the World championship without participating in the world's most popular endurance race would be unthinkable for the Zuffenhauseners."

Ready for the off at La Sarthe

Immediately prior to the race, Attwood has the opportunity to reflect on his decisions made earlier that year. In February he received a call from Porsche. "It had never happened before, but Porsche asked me what specification car I wanted for the Le Mans race. It might have been because we didn't finish in '69, having been miles in the lead with only three hours to go. I wasn't disappointed, I was completely drained having driven that long-tail car that was so unstable, I was so happy to get out of the car, I was most interested in saving my life," he says.

1558hrs

The start is imminent. 51 cars are lined up on the grid for the Le Mans 24 Hours. The tension is palpable. Ferry Porsche takes his place with the starting flag. Will this bring luck for the Porsche team?

"Porsche asked me which car I wanted for the race"

Richard Attwood

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PORSCHE SPECIAL

There was less stress from the smaller-engined Porsche 917

Water managed to find its way into the electrics of the Gerard Larrousse and Willi Kauhsen-driven car

Having chosen the short-tail variant of the 917 for stability, and the smaller 4.5-litre engine to minimise stress on the gearbox, Attwood is now ruing his choices. "In 1970 the long-tails were vastly different, quite manageable, but the 4.9-engine litre hadn't been proved by February and it was still putting more torque and pressure through the gearbox."

His 917 has only got a four-speed 'box too, with first reserved for the pits. Attwood says: "We were losing so much time coming out of Mulsanne and Arnage where you virtually come to a stop, you've got to chug away in second gear every time and we were losing a stack of time in those two corners and around the rest of the lap. Everybody thought that the John Wyer cars were the ones to beat."

With the pilots buckled in, Attwood recalls a deafening silence as all eyes turn to Ferry Porsche himself, invited as the guest starter to mark the 20th year of Porsche's participation at Le Mans. From an entry of two 356 SLs in 1951, now 24 Porsches start this year's 24 Hours.

1600hrs

The earth is trembling beneath our feet as 51 racing cars roar away at full throttle and start the Le Mans 24 Hours. Our man Vic Elford makes a dream getaway in the #25 Porsche 917. Here we go!

At the end of the first lap, Vic Elford's Salzburg 917 is in the lead, Jo Siffert and Pedro Rodriguez next in their JW Automotive 917s, but they race through in a different order every lap. Attwood recalls: "The start was like a grand prix, possibly because so many people were in brand new cars - the pace was just stupid."

In the crowd is a young Russell Douglas, a future Silverstone commentator: "This was the era of the most exciting, charismatic racing car of our lifetime, and we knew that even then. This was our best chance to watch these hunched, brutal monsters in their natural habitat. It was a bonus that it promised to be an epic battle with Ferrari."

1700hrs

Jo Siffert leads in the #20 Porsche 917, closely followed by the Ferrari of Jacky Ickx.

Having teased the circuit with showers in the morning, the rain starts to fall in earnest. Approaching Maison Blanche, the Scuderia Filipinetti Ferrari 512S of Sweden's Reine Wisell is blinded by oil on the windscreen and is crawling along. This is the wrong time for four more Ferrari 512Ss to speed into the scene. The NART car of Sam Posey nips by, but Clay Regazzoni and Mike Parkes both collide with Wisell's car, Mike's car catching fire. Derek Bell is racing in his first Le Mans and steers his Ferrari past the scene but over-revs his engine when slowing, and the car retires around the lap.

1801hrs

Breaking news and a disaster for Ferrari! There's been a huge crash on track and four of Maranello's finest have collided.

Elford leads after two hours, having set a lap record and assumed a healthy lead over the JW Automotive 917 of Siffert/

Jacky Ickx's Ferrari met a fiery end in a huge crash

Vic Elford's Salzburg 917 led the early hours

Drivers no longer ran to the cars for 1970 race

Brian Redman. He pits and hands over the #25 Porsche 917 to Kurt Ahrens. Behind, Hans Herrmann has brought the #23 Salzburg 917 up into ninth place.

1830hrs

The race is over for two more teams: Yves Deprez and Julian Vernaeve complain about a defective ignition system in their Chevron Mazda Wankel while in the 917 of Rodriguez and Leo Kinnunen #21, the engine's cooling fan has failed.

As the first ever rotary-engined Le Mans entrant bows out, dusk turns into night, and there is no let-up in the rain. Jenks says: "There have been some wet races at Le Mans, but this must have been the worst ever." The 300,000 spectators are getting soaked to the skin, and those hoping to see a Ferrari victory now have all their hopes on the previous year's winner, Jacky Ickx.

2000hrs:

The attrition rate is incredible! Three more teams are out.

The Ecurie Leopard Corvette C3 of Jean-Claude Aubriet and Joseph Bourdon crashes out, and the Autodelta Alfa T33/3 in the hands of Carlo Facetti spins into the barrier at Dunlop.

Attwood watches as Mike Hailwood's 917 leaves the pits on dry tyres. Attwood says: "It started to rain, the Wyer team rang the pit signalling people at Mulsanne, but either Mike didn't see it or ignored it because he didn't want to stop again, and he carried on, went flying past the pits and lost it under the Dunlop bridge."

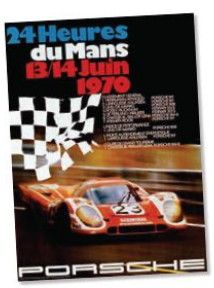
Hailwood impacts the abandoned Alfa Romeo, so within four hours, seven of the top 10 qualifiers are eliminated. The Elford/Ahrens Porsche is in the pits with handling woes.

2300hrs

We're into the eighth hour. Hans Herrmann has now fought his way up to fifth place in the #23 Porsche 917. Last year, he was just pipped to the win by his great rival Jacky Ickx.

Despite not sharing a common language, Attwood nominated Herrmann as his team-mate for Le Mans. Attwood says: "I chose him because he was the oldest guy of the factory drivers, and having driven with him before, I knew he could do the job."

The 42-year-old German has competed in 13 previous Le Mans races, all of them with Porsche, but a win has so far eluded him. Richard doesn't know that Hans is racing under a promise to his wife, that he will retire from the sport if he wins at Le Mans.



Programme cover from 1970

"Before the race, I'm sure we didn't discuss anything," says Attwood. "He knew how to run the race, and I knew how to run the race. We didn't have an interpreter, but we knew what the job was. A lot of people thought we were holding back. We were going sensibly, quickly, as best we could with what we'd got - and what we'd got wasn't a very fast car."

The John Wyer 917 of Siffert/Redman now leads and convincingly so. The car, described as a 'Juggernaut' by Brian, is controlling the pace and has a 10-lap lead.

0200hrs

The chances of a first Swiss success at Le Mans are gone. The engine of the #20 Porsche 917 has just exploded. Siffert and Redman are out. Somewhere on the track Jacky Ickx has also dropped out.

It's more bad news from a bleak night.

> **"The start of the 24 hours race was like a grand prix"**
>
> **Richard Attwood**

Richard Attwood looks on, as Seppi makes "an elementary error going past the pits. I knew the engine had gone" and the lead 917K retires with oil pouring from the exhaust. Worse still, Ickx suffers rear brake failure into the Ford chicane, the Ferrari vaulting the bank, bursting into flames and killing marshal Jacques Argoud at the scene.

Out in the dark, Herrmann and Attwood take the lead.

Attwood remembers: "It felt very much inherited but now we had the lead, this was the difficult part – not to lose it with still 14 hours to go." In the night, drivers did triple stints of 55 minutes each between tankfuls to give each other enough time to rest, even sleep.

0300hrs:

The crowd is chilled to the marrow. This lousy weather really is a challenge for everybody here.

Russell Douglas is out there, somewhere. "I think it was the harshest, most uncompromising race weekend I have ever known. A coach took us to the circuit on Saturday morning and remained available if we should ever want to sit down or shelter. The night was cold…"

0400hrs

We're halfway through now and the Salzburg 917 #23 is in the lead. It's completed 176 laps, and has a three-lap lead over Gerard Larrousse and Willi Kauhsen.

In the early hours, Elford presses back up into second place in the long-tail. Porsches occupy the top four places at the moment, with the Rolf Stommelen/Nanni Galli Alfa in fifth and the surviving Ferraris of NART and Ecurie Francorchamps behind.

Attwood is still feeling under the weather: "I knew there was something wrong because I couldn't eat anything with any flavour, and I survived mainly with milk. Anything with taste went straight to my glands and really was painful. I can't remember if I actually ate anything at all."

0630hrs

Worrying news is reaching us from the team supporting the psychedelic-liveried "langheck" 917 of Gerard Larrousse and Willi Kauhsen – it's so wet out there that it's struggling with moisture ingress in its ignition system.

Attwood confirms that the lead 917 is also getting a misfire in the damp. "We were a good distance ahead but by then we'd been ordered to maintain station, everyone was a bit nervous, so they said just bring it home." Half of the field has now retired from the race. The conditions worsen, if that's even possible. Spray hinders the view and the risk of aquaplaning lies everywhere.

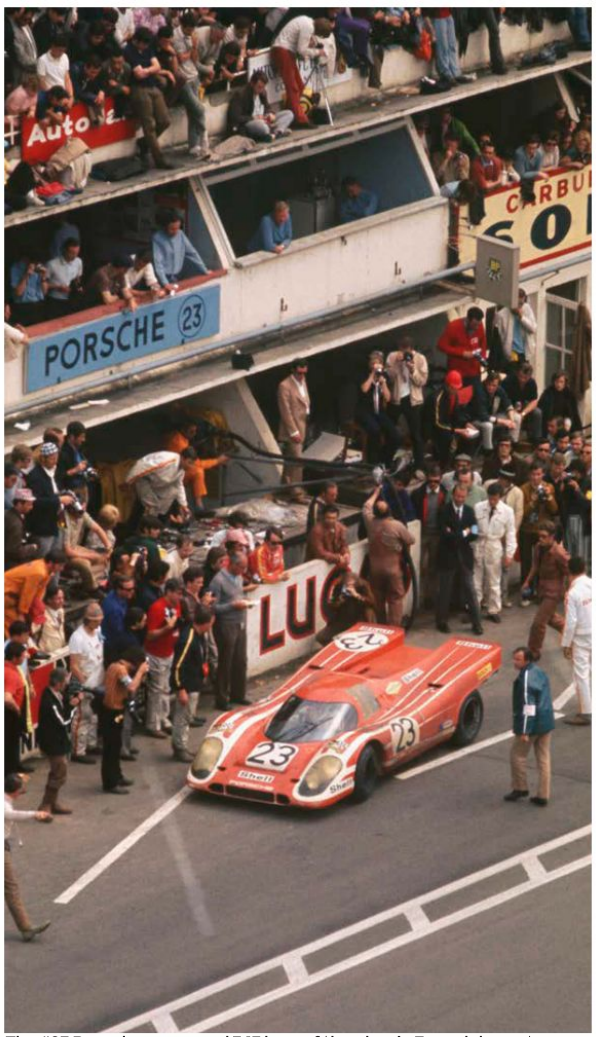
0830hrs

We hate to break this to you but the #25 Elford/Ahrens Porsche 917 is out with a broken valve spring. We've caught up with Elford and he's told us: "I have never driven in such conditions." Ahrens added he felt like he was driving a boat.

Advertising enquiries: 01732 446757

PORSCHE SPECIAL

History for Porsche: Herrmann and Attwood prevailed



The #23 Porsche managed 343 laps of the classic French layout

After a heroic wrestle with the wayward long-tail 917, Elford and Ahrens are finally forced out of the race. The weather improves, briefly, helping the Larrousse car dry out and regain pace.

0906hrs

Driver change for the leader and this from Hans Herrmann: "I myself no longer dare to put the car into third gear on the straight. I must not brake, not take my foot off the gas and feel how the car no longer reacts to steering movements."

Seven hours to go. Now 20 cars are still running. Larrousse/Kauhsen overhauls the fellow Martini 908 and are back into second place, so that's still a potential podium of Porsches. The weather continues to baffle, with a cloudburst in the pits and a dry track out at Mulsanne.

1401hrs

Herrmann and Attwood are still in the lead. So far, they've only had to pit for routine stops and, while we don't want to jinx them with only a couple of hours to go, it looks like that reliability will continue.

This is the true endurance aspect of Le Mans. Fate, weather, accidents and mechanical issues all wait to trip up the presumptuous driver. Attwood's basic four-speed gearbox holds solid, for now. He says: "You get into a rhythm and it becomes quite automated. You can't think about what might happen. Forget about lap times, you've just got to go round and not hit the wrong puddle. The job was, to finish the job."

> **"I almost fell asleep at the party after the race"**
>
> **Richard Attwood**

1500hrs

Oh bad luck … With just an hour to go, the British pairing of Ian Skailes and John Hine have had an accident in their Chevron B16 #49.

Near the head of the field, Larrousse's psychedelic long-tail unlaps itself from Herrmann, taking the lead down to five laps. Richard looks on: "We had faith in each other, Hans wasn't about to throw it away having come so close the year before and as I'd picked him I was able to trust him to do that last stint."

1600hrs

The race is over and Hans Herrmann and Richard Attwood have triumphed in their Porsche 917 after 343 laps and 4607.81 km. This is amazing! It's the first overall win for Porsche at Le Mans.

History is made as Porsche claim the outright Le Mans victory after 20 years of competition. The Martini team has impressed with its 917L and the 908/02 in second and third positions. In fourth is the lucky NART Ferrari, having survived the incident which eliminated many of its brethren, and the Belgian Ferrari scrapes into fifth place.

1700hrs

Porsche has won the four out of five classes that actually had cars still competing in them at the end. 12 of the 16 cars running at the chequered flag are Porsches. Race director Steinemann has just said: "The season is not over yet, but we can already say that we never expected such a result even in our wildest dreams."

The celebrations were low-key

Around the circuit, many are drained by the experience of the race. Douglas says: "Soon after the finish, the coach took us back to the overnight ferry. The boat pitched in the rough, stormy weather. Work on Monday morning was a bleak, unwanted place." Jenks was left similarly flat, "While it was the first Le Mans victory outright for Porsche it was at some expense, and was not a very joyous one, for the whole race had been like the weather, cold, wet and miserable."

There is muted relief for both Herrmann and Attwood as they tour the circuit in a victory lap on the back of a lorry, another new development for 1970. Richard is still feeling the effects of his illness, not to be officially diagnosed as mumps by his doctor until the following Tuesday: "There was no euphoria, I was absolutely drained. I went with my wife to a Porsche party and I just couldn't stay awake, it was almost embarrassing. My body just said, fine, you can switch off now."

This could be regarded as the first 'modern-era' Le Mans, but it's worth remembering that the World Sportscar Championship that year was still held at evocative and unmodified venues.

The three events prior to Le Mans were the Targa Florio, held over 11 laps of the 45-mile 'Piccolo' course, followed by the 1000km of Spa-Francorchamps – 71 laps of the 8.7-mile-long track. Attwood's memories of Spa? "Probably the most frightening track, so many things to hit: drops, ditches, banks, trees, buildings, bridges and posts."

The final race prior to Le Mans was the 1000km of Nurburgring on the naked, tree-lined, unmodified Nordschleife. The newer world alongside the old.

Two years later, the Porsche Curves will be inaugurated in honour of the manufacturer, who by then, will still only have taken two outright victories.

Between 1970 and 2000, 16 Le Mans will have been taken by the Stuttgart concern, cementing its place in Le Mans history. ■

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GETTING OVER THE LINE

TECHNICAL COLUMN PROVIDED BY WITHAM MOTORSPORT – DISTRIBUTORS OF MOTUL AUTOMOTIVE LUBRICANTS

Oil changes are crucial. We look how they can affect performance if not carried out regularly...

Vital to avoid the build-up of impurities, engine wear and tear, checking oil levels and quality is a must for all owners and technicians. We asked Motul's technical support manager, Alex Hornoff, to explain more oil changes and why they are so important.

How often oil should be checked and replaced depends nowadays to the specific original equipment manufacturer (OEM) requirements.

In modern cars with an oil level and quality sensor, the level is being checked on a regular basis and informs the driver if it is at minimum. When this warning appears on the dashboard, immediate top-up with the right oil quality.

During the vehicle's operation, the ECU is collecting information about the operation conditions. With the data, the system evaluates the vehicle's operating conditions which are rated either as heavy or normal conditions. According to that, the oil drain interval (ODI) or remaining time until the next oil service are being reduced or kept to the maximum.

In older vehicles without oil level and quality sensor the oil level should be checked manually with the dipstick according to the recommendation given by the owner manual.

There will be tell-tale signs that the oil hasn't been changed in a long time

A visual oil check doesn't give enough information regarding the oil condition and oxidation and no information how much wear and tear already appears.

If the oil hasn't been changed according to the OEM requirements, the lubricant will be contaminated with solid impurities, which will cause sludge, wear and tear on components.

It can also lead to liquid contamination: this will affect the lubricant condition and performance. Engine oil dilution with unburned gasoline, because of frequent short-distance driving, will reduce the engine oil viscosity and this will have direct impact on the engine oil pressure as well.

Engine lubricants should be checked regularly

Using the right engine oils can improve reliability

Usually the lubrication circuit is fitted with oil pressure sensors. Those oil pressure sensors observe the oil pressure during driving and will give a warning to the driver on the dashboard and the engine should be switched off immediately.

Good general tips for using lubricants

Oil change with the right quality and operation on a regular basis is crucial for a long engine lifetime duration.

Use lubricants, which comply with OEM service-fill approvals, specifications, homologations or standards only. The information regarding the oil quality that is needed for your vehicle you can find in the owner manual or service documentation or on the Motul Lube Advisor.

For seasonally used vehicles the oil change before storing for winter is recommended. All the contamination and impurities are removed from the lubrication circuit and the engine is perfectly protected with the fresh oil.

Don't operate the vehicle with too low oil level, because the mechanical and thermal stress can become too high for the remaining oil quantity. Heavy wear and tear will occur and can end up in worst case with serious engine damage, which needs cost intensive repair work.

To avoid driving with low oil level it's recommended to carry a one-litre top-up oil can with the same oil quality which has been used for the oil service. In case you need top-up oil, the right oil quality can be used.

When the engine has an increased oil consumption due to high mileage you can reduce that with a higher viscosity grade if the oil is still in line with OEM requirements.

Technicians should find out about the car's use

What should a technician look out for when inspecting the quality of the lubricants used?

- Oil drain intervals should be adapted to operating conditions and hardware modifications.
- In case the oil level is too high, check if this could occur due to leaking or damaged injectors or too many incomplete DPF regenerations.
- Ask the vehicle owner regarding the type of personal use and evaluate if it runs under normal or heavy operating conditions.
- Check if there is no income coolant into the lubrication circuit.

Best ways to ensure a clean and easy lubricant change

- Go to the right place: usually a workshop with the right equipment and tools for an oil change. Waste oil has to be collected and disposed according to the local regulations.
- Check upfront which oil quality and quantity is needed, have the right engine oil and oil filter cartridge ordered from your wholesaler or supplier.
- Warm-up the engine before the oil change. With increased oil temperature, the viscosity is reduced.
- If the engine runs under heavy operating conditions, it will cause additional deposits in the lubrication circuit. The use of a cleaning additive like Motul Engine Clean before the oil change allows you to remove dirt from the entire lubrication circuit and helps dispersion performance of the new oil for a longer period of time.
- Use the right oil quantity. If there is too much engine oil in the lubrication circuit it will damage seals and the exhaust gas after-treatment system (eg. lambda probe, catalytic converter and particulate filter).

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BRITISH GT REPORT: SPA

IN BRIEF

Proctor in the house
There was a double celebration for Balfe Motorsport at Spa as, in addition to its GT4 win, Stewart and Lewis Proctor finished third in GT3. It was Stewart's first podium, and boss Shaun Balfe said: "Stewart's starting to really engage into the next level of performance. Last couple of rounds he's really gathered some momentum and that's given him an extra lift."

Dropped Balon
The Adam Balon/Sandy Mitchell Barwell Lamborghini was among GT3's quintet to survive the startline smash largely unscathed, but it later dropped from contention when Balon spun at Stavelot and got stranded in the gravel. Boss Mark Lemmer said: "It was a shame. He was driving brilliantly well, super quick, then basically got overexcited." Compounding matters the car later got a track-limits penalty.

Adam absent
A familiar face was missing at Spa, as joint championship leader heading in Jonny Adam was unable to travel due to Covid protocols, meaning Andrew Howard paired with Ross Gunn. It also effectively dashes Adam's title hopes now his partner Howard outscores him, which for Adam is reminiscent of 2013 when he was denied the title alongside Howard thanks to a points penalty.

Malvern gutted
The Nick Jones/Scott Malvern Team Parker Porsche was also absent, in its case due to damage from Malvern's Eau Rouge crash in sodden second practice. "I'm massively sorry to Nick Jones and the crew for my mistake," Malvern said, adding that the impact was 20g and he needed hospital checks. "I got caught out by some standing water. To say I'm gutted is an understatement, Team Parker produced another exceptionally fast car this weekend."

RJN's rough weekend
Team Rocket RJN eclipsed all others for misfortune at Spa. Two of its cars were innocent victims of the startline crash, following its Jordan Collard/James Kell GT4 McLaren withdrawing after a Blanchimont testing accident. The Harry Hayek/Katie Milner car had a strong race, but late on it punctured and flailing rubber cut the battery master switch cable, leaving Milner stranded at the Bus Stop chicane.

Ra Ra Rasputin
Our own David Addison noted Team Abba's Mercedes GT3 has a Rasputin-like quality, in that nothing seems able to kill it. This continued at Spa. The car missed FP2 after an FP1 Les Combes crash for Sam Neary. It was back for qualifying yet therein had a front-right wishbone snap. Then it was back for the race, though there, just like Rasputin, the Merc met its match in the end.

Team Abba sends an SOS...

Machitski and Lind were untouchable

Barwell Lambo dominated Spa

MACHITSKI AND LIND MAKE ORDER OUT OF CHAOS

Perfect preparation puts Barwell, Machitski and Lind in a class of one, while Marshall and Brown take an impressive maiden GT4 win. By Graham Keilloh

"The race was won for us after Turn 1," Barwell boss Mark Lemmer told Motorsport News. It certainly looked that way for his Lamborghini pair Leo Machitski and Dennis Lind in British GT's latest Spa-Francorchamps visit.

Weekends barely get more crushing. They were fastest in practice, took a comfortable pole, then led every race lap aside from one during the pitstop round. Their advantage at the end was not far off a minute. They even got fastest lap. And they're now on top of the championship pile. It was odd to think too that this was in fact Lind's first ever British GT win.

And as for that Turn 1? Well, after early-race multi-car crashes in the last round at Donington Park got major focus, at Spa there was immediately another, literally on the startline as the red lights went out. It left effectively only five GT3 cars in the race. But it was really a race of one.

For Lemmer, not even the scale of the advantage was a surprise. "Not really," he said when asked. "We were reasonably confident coming into the weekend because we'd done quite a lot of preparation, we'd done a two-day test out here. And Leo's a bit of a Spa veteran having won the class here several times.

"Everything was good. It was just a really straightforward race for the #63 car. Dennis is one of the fastest Pros at Spa. We knew the car would work well over an hour."

Lind was also pleased. "In stint one it was quite clear to see that [Machitski] was in control," he told MN. "When I got the car I had a nice 40s gap so I didn't have to do much. I think it's the first time ever in British GT that I got the car in the best position."

Turning to the early-race chaos, it came when Donington winner Richard Neary in his Team Abba Mercedes from the back of the GT3 pack accelerated sooner than all around him and clattered the back of Ian Loggie's RAM Mercedes, Neary briefly getting airborne. The ensuing scatter accounted for Neary's Merc plus Mia Flewitt's and Michael Benyahia's RJN McLarens, while the RAM Merc was heavily delayed pitting to repair damage.

When green flag running restarted, polesitter and track specialist Machitski strode clear in first. Early on second-placed Andrew Howard in his Beechdean Aston Martin did his best to cling to the Lamborghini's coattails, despite rear damage from the start frolics.

But it proved beyond him and in any case the Aston had a 10-second success penalty to serve. Then it lost more time as Howard was called in for his regulation pitstop too early, and got a pitlane speeding penalty. For Machitski and Lind, when things are going for you, they go for you.

Michael Igoe's WPI Motorsport Lamborghini spent his first stint tucked behind Stewart Proctor's impressively driven third-placed Balfe McLaren. Igoe's partner Phil Keen only cleared Lewis Proctor, who'd taken over from dad Stewart, just after the stops when Proctor was baulked in traffic.

But even so Keen, assuming the runner-up spot, had more than half a minute to make up on Lind, and not even Keen can do that. Indeed the Barwell advantage grew for the rest of the way. The Proctors completed the podium.

The GT4 contest looked like it was going to be a comeback tale, appropriately involving the returning Darren Turner.

His Newbridge Aston driving partner Matt Topham dropped to the back at the off as he had to stop and reverse away from the stricken cars. But as a Pro-Am entry they have much shorter pitstops than the Silver Cup duos they were up against.

This meant Turner, taking over, emerged in third place, and it looked like his latent speed would do the rest and ensure the multiple Le Mans winner two wins in two 2021 appearances, as he bore down on the cars ahead. He moved past another well-driven Balfe McLaren, of Ashley Marshall and Jack Brown, to lead with 20 minutes to go, with a spectacular Pouhon move.

But there was a late twist as Turner got a drivethrough penalty for track limits. He didn't serve it, so it was converted to a 30s time penalty post hoc that dropped him back behind the McLaren.

The victorious Marshall and Brown, another maiden winner, weren't without their own problems though. Their car was another with damage picked up early on, knocking its tracking out, plus Black found his throttle sticking open at 30% towards the end.

Victorious team boss Shaun Balfe told MN: "[They] were especially overdue a

"It was clear that Machitski was in control"
Dennis Lind

Turner fell foul of track limits

Photos: Jakob Ebrey

BRITISH F3 REPORT BY GRAHAM KEILLOH

SECOND IS BEST FOR O'SULLIVAN AS HE INCREASES LEAD

For Zak O'Sullivan at Spa, second was best. A pair of runner-up spots helped him continue to move clear at the BRDC British Formula 3 table top, stretching his lead over chief chaser Hitech GP's Reece Ushijima from 47 points to 78.

The opener was in typical-for-Spa wet weather, and O'Sullivan from second on the grid was able to slipstream past poleman Bart Horsten of Hitech for first in the opening run through Kemmel straight.

However O'Sullivan's Carlin team-mate, the ebullient Christian Mansell, also moved by Horsten at the same moment then refused to leave O'Sullivan alone. And at mid-distance Mansell moved by to lead when O'Sullivan ran wide at Bruxelles. He cantered clear to beat O'Sullivan by 4.4 seconds.

O'Sullivan was more than compensated though by that Ushijima only finished 11th as all Hitech runners appeared to struggle for grip.

"It's a pretty special feeling to win at this place," Mansell said. "At the start of the race I was just biding my time, seeing where [O'Sullivan] was stronger or weaker, and then he made a mistake and I capitalised on that. I do enjoy a bit of rain, it's quite nice to me."

Race two was in the dry and was all about Roman Bilinski. The British Formula 4 graduate followed up his impressive Donington Park category bow two weeks ago – and having since confirmed his presence for much of the season's remainder – with an even better showing at Spa. He took his first podium finish, in third, in race one, then in race two he took his first victory.

He jumped from fourth to second on a raucous first lap wherein he was squeezed onto the grass in the run through Kemmel, and on lap two he slipstreamed past poleman Horsten for a lead he kept. This was even though O'Sullivan – who'd dropped to fourth on lap one – pressured him late on.

Still O'Sullivan's second place was again more than useful from the title angle, and it briefly looked even better as Ushijima got a five-second track limits penalty that dropped him from fifth to eighth. But the penalty was cancelled after stewards viewed video evidence.

"I'm lost for words," said an elated Bilinski, "the car was absolutely amazing. I can't really describe how I'm feeling right now, a lot of hard work has gone in to this and it makes that win a lot sweeter.

"It maybe didn't look like I was under much pressure, but I can tell you I've never felt pressure like that before, it was unreal. I was hoping the race would end sooner just so it could be over."

It looked like Ushijima had clawed back some points on O'Sullivan in the reversed-grid race three after finishing a combative third, but even that was denied him as a post-race penalty for passing off track dropped him to sixth. O'Sullivan salvaged seventh, despite his own track-limits penalty and losing places after banging wheels with Sebastian Alvarez. He actually outscored Ushijima due to gaining more places.

Roberto Faria led home a Fortec 1-2-3, passing stablemate and long-time leader Mikkel Grundtvig late on while impressive debutant Hunter Yeany got third.

O'Sullivan though, even with his fruitful weekend, wasn't satisfied with his performance. "It was OK," he told Motorsport News. "There was a bit more potential in there in all the races, we lacked a bit of pace, [due to my] lack of experience of the track. But [I got] good points. Reece didn't have the best of weekends which helps but I mainly reference against myself rather than anyone else."

O'Sullivan (51) added 31 points to his table lead

RACE WINNERS

Race 1: Christian Mansell (Carlin)
Race 2: Roman Bilinski (Arden)
Race 3: Roberto Faria (Fortec)

"It all clicked" for Marshall and Brown's Balfe McLaren as they took an impressive maiden GT4 victory

bit of payback after the misfortunes at Donington. We've not challenged the podium for one reason or another, so to smash it straight onto the top of the podium at their first visit was really good. And a bit of luck at the end of course.

"It's been a really nice gradual build [for Marshall/Brown] from the start of the year, there've just been circumstances that have got in the way, and rarely has it been drivers' mistakes that's left them short of results. It just all seemed to click this time.

"You make your own luck sometimes and the boys kept their nose clean and kept it on the black stuff which appeared to matter looking at the penalties."

Turner, though, wasn't happy with his sanction. "We've looked through our footage and we can't see where we earned the penalty," he said. "Unfortunately, you're not allowed to appeal a judgement of fact. And if it's that marginal then it's not great for the racing.

"But it's just one of those things. You have to take it on the chin. The car was perfect pretty much all weekend."

The Century BMW of Will Burns and Gus Burton salvaged third place and with it extended their championship lead, despite having the maximum success penalty this time. Burns led for much of the first stint, holding off Marshall, before the McLaren passed entering Eau Rogue then the BMW's lengthy stop dropped it back.

At the start Richard Neary gets into the back of Ian Loggie

Stewart Proctor (5) held off Igoe's Lamborghini in the first stint

RESULTS

British GT Championship 2021

Round 4: Spa-Francorchamps, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Leo Machitski/Dennis Lind	Barwell Motorsport/Lamborghini Huracan	Pro-Am	2h00m08.501s
2	Michael Igoe/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	+48.603s
3	Stewart Proctor/Lewis Proctor	Balfe Motorsport/McLaren 720S	Silver-Am	+54.302s
4	Andrew Howard/Ross Gunn	Beechdean AMR/Aston Martin Vantage	Pro-Am	+1m49.003s
5	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+2m20.136s*
6	Ian Loggie/Yelmer Buurman	RAM Racing/Mercedes-AMG	Pro-Am	+8 Laps
Ret	Mia Flewitt/Euan Hankey	Team Rocket RJN/McLaren 720S	Pro-Am	0 Laps
Ret	Richard Neary/Sam Neary	Team ABBA Racing/Mercedes-AMG	Silver-Am	0 Laps

*30s post-race penalty for track limits

Pole position: Machitski/Lind 4m41.620s (aggregate time). **Fastest lap:** Lind 2m20.872s (111.21mph).
Winner's average speed: 102.11mph.

Round 4: Spa-Francorchamps, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Ashley Marshall/Jack Brown	Balfe Motorsport/McLaren 570S	Silver Cup	2h02m41.518s
2	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	+16.362s*
3	Will Burns/Gus Burton	Century Motorsport/BMW M4	Silver Cup	+1 Lap
4	Will Moore/Matt Cowley	Academy Motorsport/Ford Mustang	Silver Cup	+1 Lap
5	Chris Salkeld/Andrew Gordon-Colebrooke	Century Motorsport/BMW M4	Silver Cup	+1 Lap
6	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver Cup	+1 Lap
7	Harry Hayek/Katie Milner	Team Rocket RJN/McLaren 570S	Silver Cup	+4 Laps
8	John Ferguson/Scott McKenna	Toyota Gazoo Racing UK/GR Supra	Pro-Am	+11 Laps
Ret	Mark Sansom/Charlie Robertson	Assetto Motorsport/Ginetta G56	Pro-Am	8 Laps
Ret	Michael Benyahia/Alain Valente	Team Rocket RJN/McLaren 570S	Silver Cup	0 Laps

*30s post-race penalty for track limits

Pole position: Burns/Burton 5m06.767s (aggregate time). **Fastest lap:** McKenna 2m33.494s (102.07mph).
Winner's average speed: 93.60mph.

DRIVER STANDINGS

Machitski (l) and Lind go top

Burns/Burton stretched lead

BRITISH GT: GT3

POS.	DRIVER	POINTS
1	Leo Machitski/Dennis Lind	87
2	Andrew Howard	85.5
3	Ian Loggie/Yelmer Buurman	79.5
4	Michael Igoe/Phil Keen	70.5
5=	Jonny Adam	67.5
5=	Adam Balon/Sandy Mitchell	67.5
7	Richard Neary/Sam Neary	52.5
8	Stewart Proctor/Lewis Proctor	49.5
9	Nick Jones/Scott Malvern	24
10	Kelvin Fletcher/Martin Plowman	19.5

11= Morgan Tillbrook/Marcus Clutton 18; 11= Ross Gunn 18; 13 James Cottingham/Sam De Haan 15; 14 Shamus Jennings/Greg Caton 6; 15 Lucky Khera/Ross Wylie 1.5; 16 Michael Brown/Matt Manderson 0

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Will Burns/Gus Burton	115.5
2	Chris Salkeld/Andrew Gordon-Colebrooke	81
3	Matt Topham/Darren Turner	64.5
4	Richard Williams/Sennan Fielding	54
5	Jack Brown/Ashley Marshall	46.5
6	James Kell/Jordan Collard	40.5
7	Nick Halstead/Jamie Stanley	34.5
8	Mark Sansom/Charlie Robertson	33
9	John Ferguson/Scott McKenna	28.5
10	Will Moore/Matt Cowley	27

11 Dave Whitmore/Jake Giddings 22.5; 12 Harry Hayek/Katie Milner 15; 13 Alain Valente/Michael Benyahia 6; 14 Darren Burke 0

Advertising enquiries: 01732 446757

THIRTY YEARS OLD AND STILL GOING STRONGER THAN EVER

After missing 2020 completely due to the pandemic, the flagship historic event is celebrating a year late at Silverstone. By Paul Lawrence

Photos: Paul Lawrence

Sportscar fans are well catered for with some 1970s icons

Who can resist the sounds of a group of DFVs doing battle

This annual highlight of the historic racing season is back with a familiar feel, but a slightly new name in The Classic, Silverstone.

What has not changed is the incredible line-up of wall-to-wall historic racing that typifies this huge event. The whole Silverstone site is taken over by classic cars and attractions to make this far more than just a race meeting. It is a complete day, or weekend, out for the whole family, whatever their interest.

Thousands of classic cars will be on show on the infield from more than 120 owners' clubs. Rally demonstrations, drifting, retail and live music are all part of what makes this such a big event.

However, at the very heart of The Classic is an awesome schedule of the very best of historic racing. This year, the number of overseas visitors is inevitably reduced yet grids are huge, many with more than 50 cars as the full Grand Prix circuit is pressed into service.

Around 750 cars and 1000 drivers will compete and so big is the entry that both Silverstone paddocks will again be needed to cope with the number of mouth-watering racing cars.

Since the inaugural International Historic Festival, a BRDC-run weekend back in 1990, the event has delivered some glorious racing, ranging from breathtaking Formula Junior contests to door-handling touring car action and Group C races into the dusk of Saturday evening, amid a relaxed ambiance.

This year's race programme covers almost 100 years of racing from the Pre-War sportscars competing in the BRDC 500 to prototypes and GT cars as little as five or six years old in the Masters Endurance Legends races. There really is something for all tastes with sports, GT, touring cars and single-seaters in equal part.

Friday is given over to a full day of qualifying with each one of the 15 grids having a session. Saturday is a mammoth day, with 12 hours of racing as the Formula Junior pack opens the day at 0900hrs and the racing finishes at 2100hrs when the Woodcote and Stirling Moss Trophies race take 1950s sportscars into the dusk.

As well as the great and the good of historic racing, star names are peppered through the entry list. Having won LMP2 at Le Mans in 2009 in a Porsche RS Spyder, Emmanuel Collard is back in the same model for the Endurance Legends races, which has attracted one of its best grids to date. Three Le Mans Peugeots cap the 30-car entry, including the 2009 908 of Shaun Lynn.

Three-time Le Mans winner Andre Lotterer will contest a special E-type race to mark the model's 60th anniversary. The German racer will share the car of Rupert Clevely and will go up against fellow Le Mans winner, and F1 ace of course, Martin Brundle who will make his Classic Silverstone debut to share an E-type with his son Alex.

F1 hero Johnny Herbert is back in the Masters Historic F1 field in the Ensign N180B he has raced before and will take on regular pacesetters Steve Hartley (McLaren MP4/1) and Mike Cantillon (Williams FW07C). The sound of 20 Cosworth DFVs unleashed in front of the Wing building will be one of many highlights in the race that bears the name of the late Murray Walker, for so long the voice of grand prix racing.

A clash with the British Touring Car Championship at Oulton Park will keep current touring car stars away (but possibly save on repair bills). Even so, some mighty touring car action is assured from the Masters Pre '66 grid, the MRL Historic Touring Car Challenge for the cars of the 1970s and 1980s and a Masters Pre '66 Mini grid. Sadly, the vast 60-car grid of Minis from 2019 is down by 50% as this year's race honours 60 years of the Mini Cooper.

While the Pre '66 grid is full of Mustangs, Lotus Cortinas and Minis, the HTCC race is all about sensational Cologne Capris, BMW Batmobiles and the like. However setting the absolute pace in the HTCC should be the mighty Nissan Skylines of Ric Wood, Andy Middlehurst and Simon Garrad and a gaggle of Ford Sierra RS500 Cosworths topped by Julian Thomas and Calum Lockie on their first run of the season in the ex-Andy Rouse car.

Two years ago, Historic Formula 2 made a stunning Classic return with a bumper grid of glorious F2 cars of the 1970s they're back this year with another fine grid of close to 50 cars despite many of the mainland European competitors still being unable to come to Britain. Miles Griffiths (Ralt RT1), Matthew Watts (March 782), Andrew Smith (March 742), Martin Stretton (March 712) and Matt Wrigley (March 782) are all potential winners in a grid packed with quality. Also from the HSCC stable is the Thundersports race, headed by the Can-Am monsters of Calum Lockie (March 717) and Dean Forward (McLaren M8F).

The Pre '63 GT cars will race for the prestigious Royal Automobile Club Historic Tourist Trophy with the early and less-developed E-types and Cobras going into battle in the expert hands of Gary Pearson, Jon Minshaw, Martin O'Connell, Patrick Blakeney-Edwards and Miles Griffiths. Running on skinny period rubber, this is a race that cries out to be watched from somewhere like Becketts or Stowe where fans see the cars on the absolute limit of adhesion.

From the Masters Historic Racing portfolio will come the sublime Historic Sportscar Championship, packed with evocative sports-racers from the late 1960s and early 1970s. The wide open spaces of Silverstone will play to the V8 Chevrolet propulsion of the Lola T70 Mk3Bs, notably those of Andy Wolfe, Gary Pearson and Olly Bryant. However, the talent of Tom Bradshaw in his Chevron B19 could just keep this two-litre Bolton car-and-driver combination in contention.

Formula Junior will open the racing each day with two early-bird 0900hrs race slots, when Richard Bradley, Lukas Halusa, Alex Ames, Pierre Livingston and Tim de Silva will be queueing up for a pop at category benchmark Cam Jackson.

More than 50 grand prix cars spanning the 1950s and early 1960s will re-create formative years of the British Grand Prix at Silverstone, with a fabulous array of cars once raced by drivers such as Stirling Moss, Jim Clark and Jack Brabham. Finally a star race on Sunday afternoon is the International Trophy for Pre '66 GT cars. An over-flowing grid of Cobras, E-types and Daytona Cobras will form another visual and aural treat. In a nod to the founding of the event, two Scarf & Goggles Trophies will be awarded in honour of leading lights Stuart Graham and Mervyn Garton for respectively the most desirable race car and off-track display, underlining what makes The Classic, Silverstone such a special event. ■

THE SCHEDULE

FRIDAY, JULY 30
Qualifying for all 15 categories from 0900hrs to 1910hrs.

SATURDAY, JULY 31
12 races from 0900hrs to 2100hrs including Pre-War Sports, Pre '63 GT, Historic Sports and Woodcote/Moss Trophies.

SUNDAY, AUGUST 1
Nine races from 0900hrs to 1750hrs including Jaguar E-types, Historic Touring Cars and Pre '66 GT cars.

Masters Endurance Legends includes more up-to-date machinery

Classic sportscars will push hard

'The F1 race will pay tribute to the late Murray Walker'

Touring cars never fail to wow

RACING REPORTS

Photos: Richard Styles

SNETTERTON: BRSCC BY JASON NOBLE — JULY 24-25

Blackburn was a man on form in the ST-XR field

The Clubsport Trophy spoils went to Zachary Lucas in his Ford Fiesta

BLACKBURN ON THE BRINK OF A HAT-TRICK

Michael Blackburn nearly made it three ST-XR Challenge wins from three at the British Racing and Sports Car Club's summer festival at Snetterton, just 0.030 seconds denying him the clean sweep.

After a comfy race one, the Ford Fiesta ST driver had been running in second behind the astonishing Simon Robinson, who somehow led most of the race in the slower Ford Fiesta XR2 until a mechanical issue struck.

That put Blackburn in the pound seat, but Chris Grimes stalked him to the end, and a drag to the line ended with a 0.030s victory for Grimes.

Race three, delayed by the heavens opening minutes before the start, tested the leaders' wet-weather prowess, the glory going to Blackburn as Grimes got out of shape at Palmer.

Three wins from four marked a solid weekend for Deagen Fairclough, as he continues to impress in his Fiesta Junior season.

Race two was the only one to go missing for the Cicely Motorsport-backed youngster, due to a gearbox fault that forced him to park up.

Jenson Brickley, who had already been putting up a stern challenge through the weekend, duly claimed that victory thanks to an opportunistic two-for-one move on the Wilson apex to slither past Fairclough before his retirement as well as the fast-starting James Wallis.

It marked a turnaround in fortune after he shorted the start in race one.

The third BMW Compact Cup race – the first-ever 30-minute encounter – turned from Sunday afternoon cruise to skating rink when the rain arrived 25 minutes in.

Steven Dailly, who had already won the first two races, was the first to arrive at the slippery Coram and Murrays turns, and twice got a wobble on at Murrays just trying to keep the car on track.

Ben Huntley seemed to be negotiating the tropical conditions better, but Dailly was handed a reprieve when so many pirouetting cars prompted the chequered flag to come out three minutes early.

Double weekend winner David Nye enjoyed a closely fought second race in the Fiesta Championship as Alastair Kellett hunted him down.

The 1.4s lead Nye had built up was eroded by Kellett's efforts – a two wheels in the air moment at Nelson demonstrating just how hard he was pushing – but Nye did just enough to emerge ahead in the last-lap dash.

A roll for Jim Dimond at Murrays ended the opening Track Attack race prematurely, but Simon Tomlinson was more than happy to secure the victory a few minutes early in his VW Golf.

Lap three was a stormer for Tomlinson as he made the outside line at Agostini work to sneak past Nick Gwinnett's Clio, before nipping past James Anderson's Honda Civic for the lead just a handful of corners later through Williams and onto the straight.

Anderson at least was able to make up for it in the greasy second race where any number of drivers seemed to lead, his car displaying the least by way of wet-weather gymnastics on the sodden apexes.

RACE WINNERS

ST-XR Challenge
Races 1 & 3: Michael Blackburn (Ford Fiesta ST 150); **Race 2:** Chris Grimes (Ford Fiesta ST)

Fiesta Junior Championship
Races 1, 3 & 4: Deagen Fairclough; **Race 2:** Jenson Brickley

Fiesta Championship
Races 1 & 2: David Nye (Ford Fiesta ST180 Turbo); **Race 3:** Jamie Going (Ford Fiesta ST180 Turbo)

Track Attack Race Club
Race 1: Simon Tomlinson (VW Golf); **Race 2:** James Anderson (Honda Civic)

ClubSport Trophy
Zachary Lucas (Ford Fiesta)

CityCar Cup Championship
Races 1, 2 & 3: Nic Grindrod (Citroen C1)

BMW Compact Cup
Races 1, 2 & 3: Steven Dailly

AMOC GT/GT4/ Intermarque
Roy Millington (Ferrari 488 Challenge Evo)

KIRKISTOWN: 500MRCI BY RICHARD YOUNG — JULY 24

Photo: Roy Dempster

Ben McFall took honuours in first Ginetta Junior race

Megan Campbell was a star in the Fiesta Zetec battles

TEMPERS BOIL OVER AMID FIESTA BATTLES

It was hot at Kirkistown last Saturday – a rare enough situation normally, but in this case made hotter by some on-track action.

Formula Ford 1600 provided plenty of that, but this time it was the Fiesta Zetec drivers, fresh from a general telling off in the wake of last month's crash-fest, who also raised the temperature. But in a good way…mostly.

Sheane won in..Sheane

Race one was a cracker with the Stewart brothers, Mark and Paul, in the thick of the action. They were joined by a whole group of others, led by Megan Campbell but also involving Neville Anderson, Colm Barrable and relative newcomer Michael Graham.

At various times they all took a turn at leading, but often only for a few metres before being gobbled up by the rest.

Eventually, Campbell got ahead and seemed to have Mark Stewart under control but Stewart had other ideas and snatched the lead back a couple of laps from the end. Campbell, however, is no pushover and she fought back to lead him across the line by just 0.2s.

Anderson had disappeared by this time with a gearbox containing only one workable ratio, but quick work in the paddock – and a replacement unit – meant he was back in action for race two, albeit starting at the back of the grid.

He wasn't there for long though, and he scythed his way through to the front before half distance, and began a battle with Mark Stewart that lasted to the finish – and beyond. Officialdom then took a hand and disqualified both for their antics, which left Barrable a surprised winner from Paul Stewart with Campbell grabbing the final podium place.

The first FF1600 race was (almost) quiet by comparison. Alan Davidson grabbed an early lead in his Mondiale while the following pack comprising the Van Diemens of Jordan Dempsey and David McCullough, and Dave Parks' Ray helpfully got involved in a scrap and let him escape. McCullough went out on lap eight when his gear linkage came apart.

In race two, McCullough was back in front. Dempsey took a while to get clear of Parks and Davidson and reeled in the leader in towards the finish, but McCullough held on while Davidson took the final podium place ahead of Parks.

In two entertaining Ginetta Junior races, the wins went to Ben McFall and Sean McGovern, Seamus Og Martin finishing a close second in both. Jim Larkham took his customary brace of wins among the Roadsports brigade with his Radical from Niall Fitzsimmons (Radical) in race one and John Benson (Crossle) in race two.

Formula Sheane provided victories for Philip Sheane and Derek Roddy, while Donal O'Neill took two wins among the Libre saloons. The concurrent Mazda MX-5 races both went to Gregory McMillen.

RACE WINNERS

Fiesta Zetec
Race 1: Megan Campbell; **Race 2:** Colm Barrable

Northern Ireland FF1600
Race 1: Alan Davidson (Mondiale M89SI); **Race 2:** David McCullough (Van Diemen RF01)

Ginetta Junior
Race 1: Ben McFall; **Race 2:** Sean McGovern

Formula Sheane
Race 1: Philip Sheane; **Race 2:** Derek Roddy

Roadsports
Races 1 & 2: Jim Larkham (Radical PR06)

Libre Saloons
Races 1 & 2: Donal O'Neill (Seat Cupra)

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Steve Jones

CADWELL PARK: CMMC BY MARK PAULSON — JULY 25

WOOLFITT BOUNCES BACK WITH A VICTORY BRACE

Jon Woolfitt (Spire) laid to rest any ghosts from Cadwell Park with a double victory

No-one could stop the flying Dave Cockell in the two Modified Ford showdowns

Dan Smith took his maiden two Silhouettes wins

RACE WINNERS

Northern Saloon & Sportscar
Races 1 & 2: Jon Woolfitt (Spire GTR)

Intermarque Silhouettes
Races 1 & 2: Daniel Smith (Mercedes CLK)

Super Saloons/Southern Tin Tops
Races 1 & 2: Rod Birley (Ford Escort WRC)

Modified Fords
Races 1 & 2: Dave Cockell (Ford Escort Cosworth)

King of Cadwell Superkarts
Races 1, 2 & 3: Lee Harpham (MS Karts-Harvey VM)

Classic Challenge
Eike Wellhausen (Lister Knobbly)

500 Owners Association
Tom Waterfield (Cooper Mk9-Norton)

After a prang at the same circuit a couple of weeks prior, Jon Woolfitt returned his Spire to winning ways in the Northern Saloon & Sportscar Championship races at Cadwell Park.

Woolfitt's only real challenge came from Mike Cutt's bold first-lap pass in race two, before Woolfitt returned the favour under braking into Park a couple of tours later. The duel for second between Cutt's BMW E36 and the Marcos Mantis of Colin Simpson had earlier enlivened the opener. Simpson held the place for several laps after passing into Coppice at the start, before Cutt finally prised an opening at the Gooseneck, only to run wide at Charlies next time around and let Simpson power back past. Simpson's propshaft failed in race two, promoting the Ford Crossflow-powered Suzuki SC100 of Neil Claxton to the podium after a couple of spins had spoilt his earlier race.

Daniel Smith (Mercedes CLK) took a maiden win in Intermarque Silhouettes, and then promptly made it two. Smith benefited from a first-lap clash between his brother Lewis (CLK) and fellow front-row man Ray Harris (Ginetta G40R) to take the opener from the Vauxhall Tigra of Malcolm Blackman, who was trying to relearn the track after several years' absence. Third was Dave York (Tigra), which earned him reversed-grid pole for race two, but Blackman and Smith were quickly ahead. Smith then passed Blackman at the Mountain before fending off a charging Harris as they ran side by side into the same corner on the final lap. A grassy excursion prompted Blackman's retirement with an overheating engine, the same fate having befallen Harris in the earlier thrash.

Rod Birley took a pair of Super Saloons wins on his first visit to Cadwell since 1992. Paul Watson's race-one challenge was blunted when his BMW M3 E36's engine cut out, but he charged back to second after a quick reset in the pits, then gave Birley more to think about in the sequel. Ken Angell's BMW 328i was untroubled by the handful of other Tin Tops runners.

A fast start by Dave Matthias's Sierra Sapphire and a frozen dashboard that made gearshifts tricky couldn't prevent Dave Cockell clocking up two more Modified Ford wins in his thundering Escort Cosworth. Matthias got the jump in race two, only to slip behind Cockell and Ashley Shelswell's Mustang-engined XR4i.

A trio of Superkarts races were won by Lee Harpham to retain the King of Cadwell title. Ross Allen pushed Harpham but suffered ill fortune. In race two, he passed Harpham only to lose out on countback when the race was red-flagged, and then in race three he had a wild ride through the Hall Bends when wrong-footed by a backmarker as he challenged for the lead.

Eike Wellhausen used his Lister Knobbly's grunt to fend off Nic Strong's Ford Capri Mk1 and the MG Midget of David Morrison in the Classic Challenge. Tom Waterfield (Cooper Mk9-Norton) overcame the later Mk10s Simon Dedman and Chris Wilson to take 500cc Formula 3 honours.

OULTON PARK: MSVR BY STEVE WHITFIELD — JULY 24

HAMMOND HOSPITALISED AFTER MINI CHALLENGE GLORY IN TRUNCATED OULTON PARK ENCOUNTER

Photos: Steve Jones

Matt Hammond took race one before big shunt in race two

Martin Wright survived the chaos in Monoposto opener

Matt Hammond extended his Mini Challenge Trophy lead with a victory at Oulton Park, but his celebrations were quickly soured by a serious crash later in the day that put him in hospital.

After resisting pressure from seven cars behind, Hammond took a lights-to-flag win in the opening race ahead of Charlie Mann and Dominic Wheatley. Louie Capozzoli took fourth after a feisty battle with Nicky Taylor, who dropped to eighth on the last lap with exhaust damage.

Reigning champion Harry Nunn made a great start in race two, muscling his way through the middle of Taylor and Alfie Glenie into the lead, but soon lost out to Lewis Saunders. The race was red-flagged after just two laps when Hammond, who was in a battle with Wheatley and Glenie, went off backwards at Druids corner and crashed heavily.

With medics attending to Hammond at the scene, Saunders was provisionally declared the winner and the rest of the meeting was abandoned due a time curfew. Hammond was airlifted to hospital, where he remained for a couple of days, but was cleared of serious injury.

The meeting curtailment prevented the second Monoposto Championship race from going ahead. The earlier encounter had to be restarted after a dramatic crash involving the top three on the grid. Championship leader Lee Fern made a great getaway and moved in between F3 class rival James Drew-Williams and M1400 runner Jason Timms. But all three cars ended up in the barriers before the first corner after Drew-Williams moved across into Fern. With a cracked oil filler also putting Chris Davison out before the resumption, Martin Wright effectively assumed pole position from fifth on the grid and went on to take victory in his Dallara M1400 machine.

Simon Rudd extended his championship lead with a win and a second place in the Focus Cup races. Rudd led from start-to-finish ahead of Gary Mitchell in the opening encounter, before rising from sixth on the grid to battle Lewis Ryan for the lead in the closing stages of race two. Despite running wide at the Knickerbrook chicane on the final lap, Ryan held on to take victory.

RACE WINNERS

Clubman Sports Prototypes
Race 1: Cody Tree (Phantom P94); **Race 2:** Mike Evans (Mallock Mk23)

F3 Cup
Races 1 & 2: Stefano Leaney (Dallara F317)

Focus Cup
Race 1: Simon Rudd; **Race 2:** Lewis Ryan

Monoposto F3/2000/1400/ Classic
Martin Wright (Dallara 301)

Monoposto Moto 1000/1800/1600
Races 1 & 2: Dan Gore (Jedi Mk 6)

Mini Challenge Trophy
Race 1: Matt Hammond; **Race 2:** Lewis Saunders

WORLD RALLYCROSS

Photos: Red Bull Content Pool

WORLD RALLYCROSS: SPAIN BY HAL RIDGE JULY 24-25

Kristoffersson's meeting was set back by an early disqualification

Krisztian Szabo finished fourth in his GRX SET Hyundai i20

The younger Hansen took his first 'real' win

KEVIN HANSEN WINS FOR REAL IN WORLD RALLYCROSS

The relationship between driver and engineer in motor racing is a key factor in achieving ultimate success.

While the driver will almost without fail reap the rewards, the work behind the scenes by those engineers is no less demanding than their driving counterparts. Never was that more clear than at the opening round of the World Rallycross Championship in Spain last weekend, when Kevin Hansen landed a dream result.

Some drivers chop and change who they work with on the engineering side, especially when changing between teams and disciplines. But often when a winning relationship is moulded by a driver and their closest ally, it's a bond that can continue for long periods.

For one example, look no further than triple World Rallycross Championship title-winner Johan Kristoffersson, who raced for the EKS JC team first time in the opening round of the series last weekend in Spain. The Swede has taken Richard Browne and Phil Barrett with him to the Audi S1 outfit, having forged a relationship with the British and Irish duo in his time with Volkswagen Motorsport.

Kristoffersson dominated the qualifying stages on his maiden outing with the Mattias Ekstrom-owned squad at the Circuit de Barcelona Catalunya, taking the fastest time in each of the four sessions.

However, late into Friday evening, following the day one action, a stewards' bulletin revealed that the Audi had been disqualified from Q1 when the car's FIA datalogger had been found to have been left unplugged, leaving the reigning title-winner with work to do.

The 2019 champion Timmy Hansen had twice been second fastest to Kristoffersson in the opening two sessions and inherited the top Q1 time – and the overnight lead – when Kristoffersson was disqualified. It was a position Hansen would hold onto until after Q4 in a qualifying 1-2 for the Hansen squad, younger brother Kevin taking second. DTM title-winner Timo Scheider, racing a Munnich Motorsport Seat Ibiza at the venue where he made his rallycross debut in 2015, was third.

Kristoffersson, meanwhile, was again twice fastest in Saturday afternoon to climb back to sixth and secure a second-row start for the semi-finals.

From the two pole positions, the Hansen brothers each claimed victories in the semi-finals. While that run to the front was relatively straightforward for Timmy, Kevin used solid joker tactics to win ahead of Kristoffersson.

Kristoffersson was involved in a scrum through Turns 1 and 2 in the second semi that ultimately eliminated Niclas Gronholm with a spin into the wall on the outside, the Finn having been plagued by a niggling technical problem throughout the weekend. That section of track also brought an end to Scheider's strong weekend, the German's Seat forced into the wall on in inside of Turn 2 in semi-final one.

In the opening phase of semi two, Kristoffersson ran behind Kevin Abbring's Renault Megane before ducking out of the traffic into clear air by taking the joker. In the first instalment in a display of perfect tactics, the Hansen team, and specifically Kevin Hansen's engineer and spotter Graham Rodemark, sent Hansen into the joker on the very next lap. It temporarily conceded track position to Abbring but covered off Kristoffersson for the net led. And it resulted in victory for Hansen after Abbring took his compulsory extra route later in the race.

The Hansen Peugeot 208s locked out the front row for the final and the brothers executed a perfect side-by-side run through Turn 1, covering off any chance of an inside move from the row behind.

Kristoffersson went around the outside of GRX SET driver Krisztian Szabo to run third on the opening tour. With maiden finalist Rene Munnich having taking the extra route on lap one, Kristoffersson dived into the joker on the second lap and, carrying the momentum out of the longer section of track up the hill, he ran around the outside of yet-to-joker Abbring. That gave the EKS JC Audi clear air to hunt the leading Hansen duo down.

Timmy Hansen, from the lead, was next to blink and in a bid to cover off Kristoffersson, took his joker on the very next lap, returning to the main circuit ahead of Kristoffersson, but behind Szabo's Hyundai i20 as the Hungarian was running second on track but had yet to take his compulsory joker lap.

Hansen and Kristoffersson, boxed in behind Szabo for less than a single lap, were released when Szabo jokered on lap four.

Ahead, Kevin Hansen had also been sent into the longer route by Rodemark and through the long left-hander, running in the opposite direction to the Formula 1 layout at the Catalan venue, he used his extra-momentum sling-shot to pass both Kristoffersson and brother Timmy around the outside to reclaim the lead.

The 23-year-old held on for the final two tours to cross the line first. Having claimed a maiden win in the stewards' room when Gronholm was penalised in the Abu Dhabi round in 2019, Hansen scored what he considers to be his first real victory.

In a 1-2 for the Hansen outfit, Timmy was second with Kristoffersson third, ahead of Szabo, Munnich and Abbring, the latter slowed by a damaged transmission.

Not usually a man lost for words, British engineer Rodemark found it difficult to articulate his emotions in the paddock later that evening. Having overseen the youngest Hansen's career since he first stepped into a Junior RX Suzuki Swift in the UK in 2012, Rodemark has been with the Swede every step of the way in his career so far, including when Hansen emulated his father by winning the European Championship crown at the same Barcelona circuit in 2016.

That engineer-driver relationship can make the difference for success and Rodemark can take great pride in having played such a role in Hansen's career to date. But being an engineer, he will undoubtedly be as unsatisfied as his protege without feeling the winning feeling again as soon as possible.

RESULTS

World Rallycross Championship, Spain
Round 1 When: July 24-25 Where: Barcelona

POS	DRIVER	CAR	TIME
1	Kevin Hansen	Peugeot 208	4m35.533
2	Timmy Hansen	Peugeot 208	+1.141
3	Johan Kristoffersson	Audi S1	+2.394s
4	Krisztian Szabo	Hyundai i20	+3.499s
5	Rene Munnich	Seat Ibiza	+7.259s
6	Kevin Abbring	Renault Megane	+9.782s

Classes: RX2e: Guillaume De Ridder (RX2e); **RX3:** Yuri Belevskiy (Audi A1)

DE RIDDER WINS, BUT BRITS STAR IN RX2

Former World RX driver Guillaume De Ridder made history in the opening round of the FIA RX2 Championship in Spain, claiming victory in the world's first FIA-sanctioned all-electric series.

The results sheets alone didn't tell the full story however, as both Jamaican Fraser McConnell and Finn Jesse Kallio pressured the Belgian driver hard through the entire weekend. Until the final, that is, when both had crashed out after contact by the second corner.

That left a dream opportunity for two graduates of the British Rallycross Championship's junior division, Ole Henry Steinsholt and Patrick O'Donovan, the youngest driver in the field, to claim debut podiums.

Neither had enjoyed a perfect run through qualifying but, in the final race of the weekend and when it mattered most, both delivered impeccable performances. O'Donovan fended off local star Pablo Suarez for the final slot on the rostrum to the very finish to claim a dream maiden result.

"I started from the back of the grid and decided to stay out of trouble, to try and cut inside under braking for the first corner," said O'Donovan. "The move proved to be worthwhile as I avoided the carnage that unfolded around me. After a hard weekend, to come out with a podium finish was really amazing."

Victory in the RX3 class was taken by Russian Yuri Belevskiy.

Ollie O'Donovan drove a brilliant race to finish on RX2 podium

Advertising enquiries: 01732 446757

WHAT'S ON

YOUTUBE

Answers to some questions seem obvious, yet at the same time impossible to put into words. So it is with that most glaring of motorsport questions: just what is it about a Porsche?

The names and numbers of its iconic models roll off the tongue and stir the soul. And to answer the seemingly unanswerable about what exactly it is about them, Porsche has put together an eight-minute run-down of its best five motorsport machines in order. And it's enlisted our readers' Q&A guest this week, marque legend Derek Bell, to talk us through them.

There's a suitable spread of era. Of course there's the 917, of which Bell aptly notes "words almost fail me", and it's chassis #1 indeed that he pores over. There's also the Rothmans 962, plus the 550 Spyder that Bell notes "really started it all" for Porsche motorsport in the 1950s. Completing the quintet are the 911 GT1 and the Carrera GTS. Bell even gets appropriately attired for each car…

We won't give away the order. You can watch it, and find out what comes out on top, at youtube.com/watch?v=3k7pKQnynjE or via searching 'Porsche Top 5 - Most iconic motorsport models with Derek Bell'.

Graham Keilloh

TV GUIDE

The latest round on the Formula 1 itinerary, this weekend's Hungarian Grand Prix at the Hungaroring, brings with it the usual TV coverage. In addition to Sky's live action, Channel 4's highlights of qualifying are on at 1730hrs-1900hrs on Saturday and the race's best bits are at 1830hrs-2100hrs on Sunday.

Sky Sports F1's weekend starts in the usual way today (Thursday) with The F1 Show (1700hrs-1800hrs) followed by the drivers' press conference (1800hrs-1930hrs). The channel also has retro F1 action from the track, with the 2013 race shown in full later today (2230hrs-0050hrs).

There are also several chances to catch action from last weekend. On BT Sport 2 tomorrow (Friday) there's an hour's DTM highlights from Lausitzring at 1000hrs-1100hrs, and later that day at 1530hrs-1630hrs over on Sky Sports F1 there's the best of British GT's Spa round. Both get repeated.

Hungary for more?

Next week you can watch two hours of highlights of this weekend's Spa 24 hours, on Sky Sports F1 at 2030hrs-2230hrs on Tuesday. And early risers on Monday can also watch the best of V8 Supercars' Townsville SuperSprint on BT Sport 2, with race 1 at 0330hrs-0430hrs then the rest following at 0430hrs-0530hrs.

Graham Keilloh

LIVE TV

FORMULA 1 HUNGARIAN GRAND PRIX HUNGARORING
Practice 1: Friday, 1000hrs-1145hrs, Sky Sports F1
Practice 2: Friday, 1345hrs-1530hrs, Sky Sports F1
Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1
Qualifying: Saturday, 1300hrs-1530hrs, Sky Sports F1
Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1

FIA FORMULA 3 HUNGARORING
Practice: Friday, 0900hrs-1000hrs, Sky Sports F1
Qualifying: Friday, 1245hrs-1325hrs, Sky Sports F1
Sprint race 1: Saturday, 0925hrs-1025hrs, Sky Sports F1
Sprint race 2: Saturday, 1600hrs-1700hrs, Sky Sports F1
Feature race: Sunday, 1055hrs-1155hrs, Sky Sports F1

W SERIES HUNGARORING
Race: Saturday, 1500hrs-1620hrs, Channel 4

PORSCHE SUPERCUP HUNGARORING
Race: Sunday, 0930hrs-1005hrs, Sky Sports F1

BRITISH TOURING CAR CHAMPIONSHIP OULTON PARK
Races and supports: Sunday, 1150hrs-1825hrs, ITV4

WORLD RALLYCROSS CHAMPIONSHIP WORLD RX OF GERMANY NURBURGRING
Race 1: Saturday, 1600hrs-1700hrs, BT Sport ESPN
Race 2: Sunday, 1600hrs-1700hrs, BT Sport 2

LISTINGS

FRIDAY-SUNDAY
■ **Silverstone, Northants**
The Classic, Silverstone: Historic F1, Endurance Legends, Masters Historic Sports, Pre '66 Touring Cars, Pre '66 GT Cars, Pre 66 Minis, Historic F2, HGPCA, Formula Junior, Pre-War Sports, Thundersports, Pre '63 GT, Pre '66 Grand Prix Cars, Woodcote/Moss Trophies **Starts** Friday, qualifying from 0900hrs Saturday, racing from 0900hrs Sunday, racing from 0900hrs **Admission** from £47 (Friday) **Web** silverstone.co.uk

SATURDAY
■ **Cadwell Park, Lincs**
750MC meeting: 116 Trophy, Ma7da Series, 5Club MX-5 Cup, 750 Formula, Sports Specials, Classic Stock Hatch **Starts** racing from tba (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY
■ **Snetterton, Norfolk**
BRSCC meeting: Mazda MX-5, Mazda MX-5 Clubman, Mazda MX-5 SuperCup, Endurance Cup **Starts** racing from 1125hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY
■ **Oulton Park, Cheshire**
BTCC meeting: BTCC, Formula 4, Carrera Cup, Ginetta GT4, Ginetta Junior, MINI Challenge **Starts** Saturday, racing from 1410hrs (qualifying from 0905hrs) Sunday, racing from 1220hrs **Admission** adult £32, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY
■ **Brands Hatch, Kent**
BARC meeting: Britcar, Britcar Trophy, Junior Saloons, Kumho BMW, Pre '66 Touring Cars, Pre '83 Touring Cars, Pre '93/Pre '03 Touring Cars, Blue Oval Saloon Cars, Classic and Historic Thunder Saloons, Jaguar Saloon and GTs **Starts** Saturday, racing from 1250hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 1000hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SUNDAY
■ **Mallory Park, Leics**
BARC meeting: FF1600, Pickups, 2CVs, Hyundai Coupes **Starts** racing from 1300hrs (qualifying from 0930hrs) **Admission** adult £15, under 13 free **Web** malloryparkcircuit.com **Contact** 01455 502214

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

A Lotus tightens its line at Brands Hatch, from Gary Hill

Jordan Gronkowski, by Alex Ireland

Bob Sketchley got close at Goodwood

Alfas at Croft, photo by David Harbey

F2 glowing intensely, by Dean Chilvers

NEXT WEEK

OUT THURSDAY, AUGUST 5

*Correct at time of going to press

HUNGARIAN GRAND PRIX

Max vs Lewis: will the gloves come off again?

THE BTCC BOYS AND GIRLS ARE BACK

Tin-top action hits the north at Oulton Park

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Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Digital Content Producer: Helena Hicks
Helena.Hicks@kelsey.co.uk

Contributors
Rallying Editor: Nick Garton
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

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Yalding Hill, Yalding, Maidstone Kent ME18 6AL

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THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford
Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Natalie Harman
Account Manager
T: +44 (0) 1732 446 757
E: Natalie.harman@talkmediasales.co.uk

Matt Ryan
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